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GRAND PRIX INTERNATIONAL

IN FOCUS
Nelson Piquet

RALLYING
1000 Lakes

FORMULA ONE
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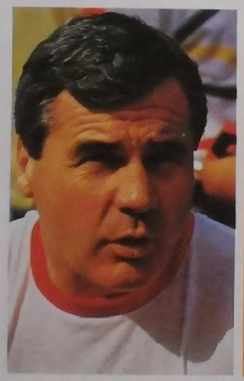
In this issue: a PRO-ONE insert (Pages 73/80). PRO-ONE s.a.: Dominique Scharts, B-Brussels (2) 648 50 76.

TOPICS

F *ollowing the death of Stefan Bellof in the Spa 1000km Ken Tyrrell will probably run only one car for Martin Brundle, in the remaining rounds of the 1985 World Championship. It is possible, however, that Elf will ask him to reconsider if they can arrange for the Tyrrell to be fitted with the French Thomson on-board TV camera which was first tried at Nurburgring one a third Renault. In that case, one of the French Ferté brothers is tipped to get the drive.*

T *he WEC race scheduled to take place at Australia's Sandown Park circuit on November 24 has been cancelled. Last year's inaugural event at the Melbourne circuit was poorly attended and made a substantial loss. Plans to move the event to the Surfers Paradise circuit in the holiday resort south of Brisbane could not be completed in time, but Surfers hopes to have the event in 1986.*

A *London court last month heard evidence from a friend of Alan Jones that the former world champion's orange juice had been spiked with vodka at a champion celebration which he attended with the Australian cricket team. Jones was convicted of driving with excess alcohol and his licence suspended for 12 months. His racing will not be affected because he holds an ACCUS/SCCA competitions licence and (unlike in the UK or Australia) the US authorities do not require a regular road licence.*



KEKE, NELSON ON THE MOVE

The retirement of Niki Lauda from F1 (reported in the last GPI) left a vacuum at McLaren International which was filled, as we had forecast, by Keke Rosberg.

A major surprise was however provided at the Italian GP when Frank Williams proudly announced that he had signed Nelson Piquet to lead his team in 1986. Piquet made no secret of the fact that his initial motivation to leave Brabham after seven happy years was a financial one.

But he is raring to go with Williams-Honda, and he must be regarded as a very serious candidate for a third world championship in 1986 or 1987.

Caught by surprise, Brabham owner Bernie Ecclestone found himself with no top driver to offer his sponsors. A particularly embarrassed party was Pirelli, with whom Nelson had worked long and hard to produce, almost single-handedly, the range of much more competitive tyres that the Italian manufacturer has been able to supply to its F1 clients this year.

Before the Italian GP we understand that Riccardo Patrese and Elio de Angelis had signed some sort of contractual undertaking with Ecclestone. But we would not put it past the Brabham boss to make some amazing move in order to extricate himself from his current difficulties. Unfortunately we may have to wait until next month's GPI to reveal his plans!

Keke Rosberg Nelson Piquet

THREAT TO KYALAMI'S GP

Although several European newspapers and radio stations had reported that the recent civil unrest in Cape Town had forced the cancellation of the South African GP, FISA President Balestre held an important press conference at the Belgian GP to declare that the race would go ahead in accordance with the contract made many months ago between the F1 constructors and the Kyalami organisers.

Balestre was in fact merely reading a ruling reached in Paris the previous day by the FIA, which is the federation's parent body. But the conference got heated when journalists started to press Balestre on his statements that motorsport in the republic was conducted on a multi-racial basis.

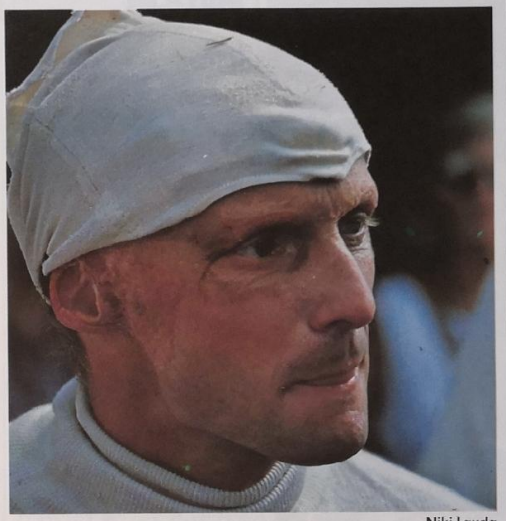
The organisers of the event had already anticipated difficulties. First they had requested a change in date of the race, which was moved to October 19, before the Australian GP. If the World Championship had been settled at Adelaide, it is unlikely that many teams would have been willing to expose themselves to the condemnation of anti-apartheid organisations by going out of their way to race in South Africa.

Elsewhere, steps have been taken against the South African GP by persons and governments opposed to the country's suppression of dissent who would be glad to see the GP cancelled as a sign of international disapproval.

Prompted by a request from the French government, Renault announced that it would not be sending cars to Kyalami. The Italian metalworkers union was reported to have threatened industrial action by its members in the Ferrari factory at Maranello. And Niki Laura declared that Formula 1 would earn justified and damaging criticism if it insisted on racing in SA.

At Spa the only national federations which had approached the FIA with requests to cancel the SA GP were those of France and Finland. One solution which has been suggested would be to hold another race in Europe on the same date, and already the Imola circuit in Italy (which has already hosted the San Marino GP this year) has offered itself as a possible alternative venue.

Evidently FISA would be glad to get off the hook if it could do so without breaching the contracts made between Kyalami and the constructors. If sufficient teams can find excuses not to go, then the race will probably fizzle out through sheer lack of interest, meanwhile, the October 19 date stays on the F1 calendar.



Niki Lauda

The reigning world champion did not take part in the Belgian GP because of a wrist injury sustained during practice on Friday.

Niki Lauda had a slight "off" when the throttle of his McLaren TAG jammed open and sent him off the road and into a guard rail.

The impact wrenched the steering wheel, causing a detached ligament in Lauda's wrist. Niki flew off the same afternoon to Vienna, where doctors advised putting the wrist into plaster for a few days.

The champion said that he expected to be able to take part as planned in what will in fact be the last three races of his F1 career, although he said that he would prefer not to compete in the South African GP.

ESSO ALL LADIES COURSE LAUNCHED

The Jim Russell International Racing Drivers School, which pioneered the idea of teaching race driving techniques over 28 years ago, scores another world first when they run the Esso All Ladies Course in October this year at their Snetterton Circuit School in Norfolk.

The course will follow the usual Jim Russell format of taking an average road driver through step-by-step lessons, with the accent always on safety, to becoming a competent race driver by race day.

Although many lady drivers have attended the school over the years, they have always joined the predominately male classes. This will be the first opportunity for them to learn race craft with other female students.

In common with all Jim Russell courses, the culmination will be a 6 lap race during a public race meeting on the final day.

This unique course will start on Monday 21st October and finish after the race prize-giving ceremony on Sunday 27th October.

The cost of the course is £ 725 inclusive of VAT and bookings are already being taken for the limited places available.

Full details from the Jim Russell International Racing Drivers School, Snetterton Circuit, Norwich, Norfolk NR16 2JX. Telephone 095 387 451.

A SINKING SHIP?

Speaking privately at the Belgian Grand Prix, Bernard Ecclestone expressed some serious concern about the possibility of an engine shortage next season in Formula 1. Judging from the worried looks on the faces of certain team managers, his worries are certainly justified.

Renault will not be involved as a full Formula 1 team next year, but although the Régie has promised to keep its contractual obligations to supply racing engines to Lotus (until the end of 1987) and to Tyrrell (in 1986), Guy Ligier has been told to look elsewhere for turbos. But with a management that has lost faith in racing as a promotional medium, Renault Sport may not be in a position to maintain its high level of research and development on the EF family of engines next year.

Meanwhile, news is anxiously awaited of Alfa Romeo's racing future. The F1 operation, which has been run for the past two years by the supposedly independent Euroracing concern, will not be operating in Grand Prix racing next year. And with losses mounting on the commercial car sales side, Alfa President Dr Massacesi may find that he is no longer able to fend off the opposition to Alfa Romeo's less than successful F1 operations. Like Renault, Alfa Romeo is a government-owned and run entity. While the participation of these two huge enterprises in Grand Prix racing has undoubtedly added to the prestige of the sport, it is equally true that their departure, for whatever reason, will create an unfortunate imbalance in F1.

Happily, next year we will be welcoming Ford back to the racing arena with the new V6 turbo being jointly developed by Ford Aerospace engineers in the USA and Cosworth Engineering of Northampton. But it is much too soon to expect Ford to step in where others leave off, even assuming that this old friend of the sport can meet what will surely be a strong demand for its engine. The head of BMW Motorsport has said that his company is unwilling to provide more than two Grand Prix teams with engines, and both Honda and Techniques d'Avant Garde have made it plain that their engines will be exclusive to their chosen teams until the end of next year at the earliest.

A heavy burden has fallen on the shoulders of Brian Hart this year, and the poor rewards that his company has earned with its economical but unreliable engines on the circuits this year suggests that maybe even Hart has a limit beyond which he cannot be pushed.

Although it is already much too late to turn the clock back, F1 racing may rue the day that the turbocharger got a stranglehold on Grand Prix racing. It is certainly ironic that the company which introduced this exciting but expensive technology should find itself to be the first victim of the high price of tickets into F1. For the good of the sport, new and cheaper methods of powering F1 must be found — and soon.

GPI.

RENAULT PULLS OUT

NIKI'S SHUNT

Two days after the Dutch Grand Prix, Renault announced that its F1 team would not be racing in 1986. In spite of some frantic searching for a major commercial sponsor to take up some of the financial strain, racing became another casualty of the sharp knife being wielded by George Besse, the Régie's Renault came into racing in 1977 with the express intention of exploiting the provision in the rules which permitted supercharged engines. Using a turbocharger, at which some British teams scoffed, the French engineers produced a car which won its first GP in 1979 and rapidly thereafter forced all rivals to get a turbo or get out of F1.

The yellow works Renaults achieved 15 Grand Prix victories in eight years and earned a grudging respect even from their original critics. But many observers felt that a state-operated racing team lacked the dedication to win a world championship. They were vindicated in their judgement at the end of 1983, when a 14 point advantage in the world championship was whittled away in five races and Nelson Piquet snatched the world championship away from Prost and Renault to give arch-rivals BMW the glory of being the first turbo world champions.

FERRARI'S INDY-CAR

Following last month's reports in GP1, more news has come through of Ferrari's Indy-car racing plans. A couple of days after the Belgian GP, top American driver Bobby Rahal (who briefly appeared in F1 with a Wolf-Cosworth at the end of 1979) was due to test his True Sport March-Cosworth at Ferrari's Fiorano test circuit.

Ferrari manager Piccinini told us that the test was merely an experiment to get some basic data about what kind of performance to expect from the Indy cars, which are heavier and less agile on a road racing circuit than their F1 equivalents.

Rahal has been selected as the likely driver of Ferrari's Indy car, which may race next year in the classic 500-mile event. Work has started on a chassis, which will be fitted with a 2.65 litre version of the turbocharged Ferrari V8 engine which powers the Lancia Martini sports cars in WEC events.

Last time we wrote about Ferrari and Indy car racing it was being threatened by Piccinini that the Scuderia might drop F1 racing altogether and switch its efforts to the CART Indy-car series in America. However Ferrari appears to have withdrawn that threat following a compromise in the F1 regulations.

Part of the deal includes an undertaking by Ferrari to accept a continuation of the 1.5 litre Formula 1 beyond 1988, when a reduced 1.2 litre limit (for which Ferrari had started engine work) was due to be introduced.

SPEL IT RONG

We would like to appologise for the high number of printing mistakes which appeared in our last issue (No 96) due to temporary technical problems. We hope and believe we have overcome our production difficulties. Time will tell!

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GOOD START FOR THE FORD RS 200

Malcolm Wilson drove the Ford RS 200 brilliantly on its first public outing at the 7th round of the British Open series. Wilson and co-driver Harris guided the future Group B to victory, ahead of Carlsson's Mazda RX 7 and Slights's Ford Escort RS.

TURBO MITSUBISHI CORDIA 4X4 SOON IN GROUP A

The Turbo Mitsubishi Cordia 4x4 will first be rallied in Europe next year in World rally Championship events. It has already taken part in several rallies outside Europe including Japan and Malaysia. Yamauchi/Odagari finished 2nd at the Lucky Strike Rally where it was entered as a Group S (prototype). A homologation is all that's needed for the Mitsubishi Cordia to be rallied in Group A. It's 2-litre engine develops 150 bhp at 5500 rpm.

LANCIA S4 DEBUT DELAYED

Following Markku Allen's excellent results in the 1000 Pistes Rally held at Canjeurs (France), the Lancia Delta S4 which is to replace the Group B Lancia Rally 037 will not be taking part as scheduled at the San Remo. Delays in production of the 200 models required for its homologation appear to be the reason. A project spokesman explained that it would have been a rushed job to get the cars ready by September 1, and Lancia team manager Cesare Fiorio decided to put off the Lancia Delta S4's maiden rally until November 1. This means that the Italian Group B will officially start its career at the RAC Rally on November 23-28.

GROUP B CITROEN BX AT THE MONTE CARLO

Citroën's prototype BX was first sighted in 1983 at the Jean-François Poit Memorial Rally in France, along with the Peugeot 205 T16. It will have its maiden Group B rally at the 1986 Monte Carlo round, with Frenchman Jean-Claude Andruet at the wheel. Citroën Competitions boss Guy Verrier has had many problems which have led to the delay in getting the Citroën BX project off the ground.

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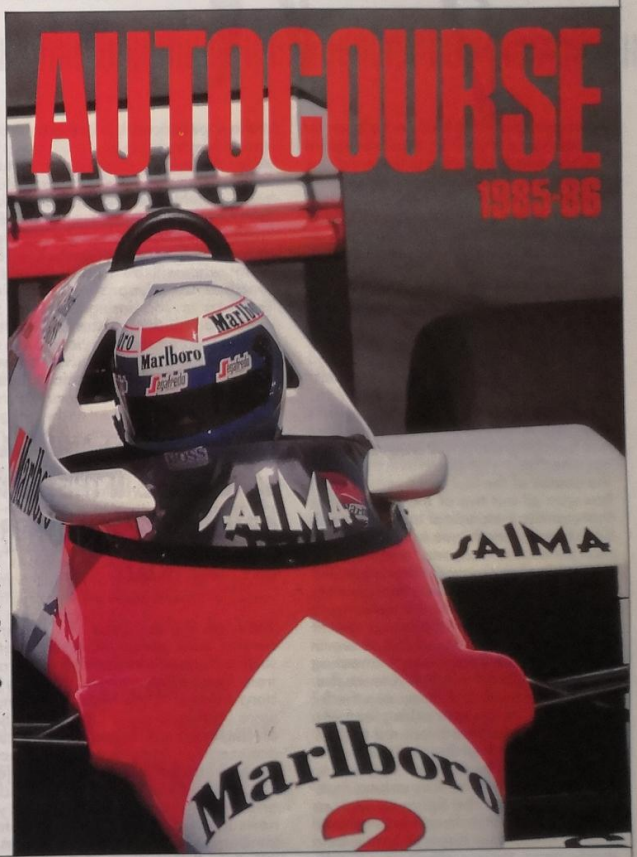

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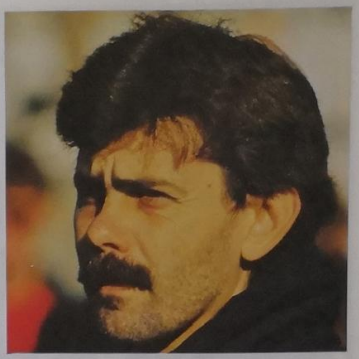


by Mike Doodson

I understand from a friend who knows a bit about psychiatry that obsessive tidiness is an indication of some serious emotional character defect hidden deep inside the psyche of the person affected. This gave me cause for thought when I learned that Bernie Ecclestone had insisted on all the seat belts in his private jet being removed. Apparently he thought they were untidy.

I mention this only because Mr Ecclestone has not only thrown out several sets of seat belts but has also jettisoned his driver Nelson Piquet, who announced at Monza that he had signed a two year contract with Frank Williams for 1986/87. Now one has to admit that Nelson's personal habits are not the tidiest (he has been known to wet his pants in the car when he's winning). Nevertheless, in the course of the last eight years Piquet has won all but two of the GP victories that stand to the credit of Mr Ecclestone's Brabham team. Bernie knows his business better than anyone, and I am not suggesting for a moment that he should have hung on to Nelson simply for old times' sake. But it will be interesting to make a small calculation in a couple of years' time to find out if it was worth getting rid of Nelson instead of meeting the comparatively small difference (believed to be $400,000) between the $2 million that Nelson was asking for 1986 and what Bernie was prepared to pay.

It is now clear that Bernie totally misjudged the ability of Frank Williams to pay Nelson what he was asking (speculation has put the figure as high as $3.3 million). But however surprised Bernie may have been, it came as a much more serious shock to Olivetti, surely the most significant commercial sponsor that Brabham has ever had, and to Pirelli, which has invested millions in the Piquet/Brabham association. Pirelli management was so upset by Nelson's "defection" that they insisted on Bernie trying to persuade Niki Lauda to re-think all his retirement plans and drive a Brabham in 1986. The Rat spent over an hour at Monza discussing the matter with Ecclestone and Gordon Murray, but not even the five million dollars proposed by Pirelli could persuade him to sign up.

After the enmity that existed between Williams and Brabham in the 1980/81 era, when Nelson and Alan Jones were in the habit of helping each other off the road, it will be difficult to get used to the idea of Nelson in a Williams. One company who will be happy to see the switch is Goodyear, who rightly saw Pirelli as an increasing threat to their current domination of the results. Unless Ecclestone can steal an ace from a rival team, I think it would be unwise to accept bets on Pirelli winning anything at all in the 1986 F1 season.

NELSON PIQUET AND ALAN JONES WERE IN THE HABIT OF HELPING EACH OTHER OFF THE ROAD

Although the last issue of GPI carried several hints about important matters such as Renault's impending withdrawal from Grand Prix racing and Keke Rosberg's switch to the McLaren team, we were unable to record the official news of these doings before they actually occurred. In fact, due to production economies, no less than three weeks elapsed between GPI's final deadline and the magazine's appearance at your newsagent. Living a freelance life in London, as I do, it is impossible for me to influence the decisions of the publisher, who is based in Paris. If you think that this is a little unfair, please bear in mind that I, too, am subject to equally unfortunate restrictions. Take for example the sketch which the Deputy Editor has chosen to place at the head of this column in the mistaken belief that it bears some graphical similarity to the writer. Maybe I should sue.

On the very day in August that Renault announced the withdrawal of its Grand Prix team from Grand Prix racing, I had the privilege of being able to chat with Walter Hayes, Ford of Europe's senior Public Affairs executive. It was Hayes who persuaded Keith Duckworth to start the design work that gave us the Ford-Cosworth V8 engine which dragged Formula 1 out of the doldrums in 1967 and eventually won 155 world championship Grands Prix. If Renault hadn't sent everyone chasing down the path to turbocharged ruin in 1977, I think we'd all still be enjoying the cheap and wonderfully close F1 racing which marked most of the 17 years during which the Cossie was able to compete.

Hayes believes that Renault's cardinal mistake was the decision to go racing as a corporation instead of farming out the F1 programme to an independent team. "*In the same situation, we would have been equally vulnerable,*" he said. "*Around 1973 I had a factory with 400 employees making Escort Mexicos,*" he recalled, "*but when we had the oil crisis in 1973, the factory had to be closed. Had that been a motor racing shop specialising in F1 racing cars, we also would have had to close it, same as Mr Besse has had to do with the Renault racing team.*"

I wondered if a sudden downturn in the fortunes of Ford might ever kill the V6 turbocharged F1 engine project which the company has initiated between Cosworth and Ford's US aerospace division. "*No,*" said Hayes, "*I don't see that possibility arising, because we have not committed ourselves that way. We don't have any fixed cost around our neck where motor racing in concerned.*"

Hayes mentioned how long it had taken Duckworth to reconcile himself to the turbo era in F1, reminding me that for the best part of five years there had been a strong school of thought in British racing circles which sincerely believed that turbocharging offended the very clear F1 rule banning turbines. However, there had never been any intention on the part of Ford to ask anyone but Duckworth to design the new engine. In his gentlemanly way, Hayes sees Duckworth as a sort of latter-day Michelangelo, Ford as the great artist's patron, and the good old DFV as his masterpiece. For several years he didn't even raise the subject of another F1 Cosworth engine with Duckworth. "*If you have painted the Sistine chapel once, I used to think, how dare we ask him to risk painting another?*"

KEITH DUCKWORTH DESIGNED THE FORD-COSWORTH V8 ENGINE WHICH DRAGGED F1 OUT OF THE DOLDRUMS AND EVENTUALLY WON 155 GPs

Over the eight years that the Régie has been involved in Grand Prix racing, Renault has been accused of numerous political manoeuverings. But they kept one of their most spectacular stunts for the Dutch GP at the end of August, only two days before the axe finally fell on their F1 effort. Poor old Patrick Tambay had received a terrible fright during the warm-up session on race morning when the front suspension of his RE60 snapped under braking for the Tarzan corner and sent him into the tyre barrier at considerable speed.

Due to a series of not untypical troubles, Renault had not done any full-tank testing before the warm-up, so Patrick immediately suspected that the breakage had occurred because the suspension was not strong enough to take the strain of braking with the car carrying its full 220 litres (approx 175 kilos) of fuel. For the sake of safety it was decided to start both of the Renaults on half full tanks in the race, which may have accounted for Patrick scorching through the field at such a pace that even Michele Alboreto couldn't believe the speed at which the Renault caught him.

One of the highlights of the race was watching Tambay challenge Alboreto under braking at exactly the same point where he'd shunted a few hours earlier. And it was only a phenomenal avoidance by Alboreto which averted what might have been a serious incident.

Only a few of us dozy pressmen at Zandvoort shared Michele's astonishment at the amazing speed of Tambay's car, which conveniently retired with "differential failure" when it was holding 4th place. If the Renault management had been as open and honest with its drivers as it likes people to think it is, Tambay and Warwick (who was actually lying 3rd when he retired with "transmission failure") would never have been asked to step into their cars in Holland.

Australia is somewhere that I have been able to visit regularly ever since I was first sent there by GPI in its good old extravagant days. It is a country which has given two world champion drivers and the Repco world championship winning engine to the world of F1, not to mention some excellent team managers and mechanics.

RENAULT KEPT ONE OF THEIR MOST SPECTACULAR STUNTS FOR THE DUTCH GP

Unfortunately the organisers of the forthcoming Australian Grand Prix at Adelaide don't seem to be very literate. At Monza, they issued a press release revealing that the sponsor of the event would be Mitsubishi, the Japanese company which assembles cars in Adelaide itself. Alas, not only did the document contain more spelling and grammatical mistakes than a Skoal Bandit press release [or the last issue of GPI, Prod Ed.], but it also showed that the Australians have made an unfortunate choice of benefactor. In their eagerness to accept Mitsubishi's largesse, they failed to read the FISA rule which specifically forbids car manufacturers to have their names associated with sponsors of GPs.

UNFORTUNATELY THE ORGANISERS OF THE FORTHCOMING AUSTRALIAN GRAND PRIX AT ADELAIDE DON'T SEEM TO BE VERY LITERATE

The rule was introduced some years ago, when it was pointed out to FISA that certain car manufacturers (like Toyota at the Long Beach GP) were getting a lot of newspaper ink simply by becoming one-off sponsors of world championship races. In principle, it was argued, that publicity should have gone to car makers (Renault is one such that may have gently been brought to FISA's attention) who supported the world championship throughout the season.

Not for the first time, FISA's good intentions may have been frustrated by the inability of its minions to write the rules as the management had intended them to be written. The Concorde Agreement forbids "constructors" from sponsoring races, but this word is defined elsewhere as referring only to *racing* constructors. And, as the Australian delegate to FISA quietly pointed out, there is nothing to stop the sponsorship of the race being switched to the Mitsubishi Shipyard or the Mitsubishi Bank. Either way, it seems that our Oz-based oriental friends will still get the glory. Meanwhile, the honest toilers who've put their reputations on the line alongside their cars will only share it at Adelaide if they manage to get their drivers across the line in the points.

NELSON PIQUET

HARDLY A BACKWARDS GLANCE...

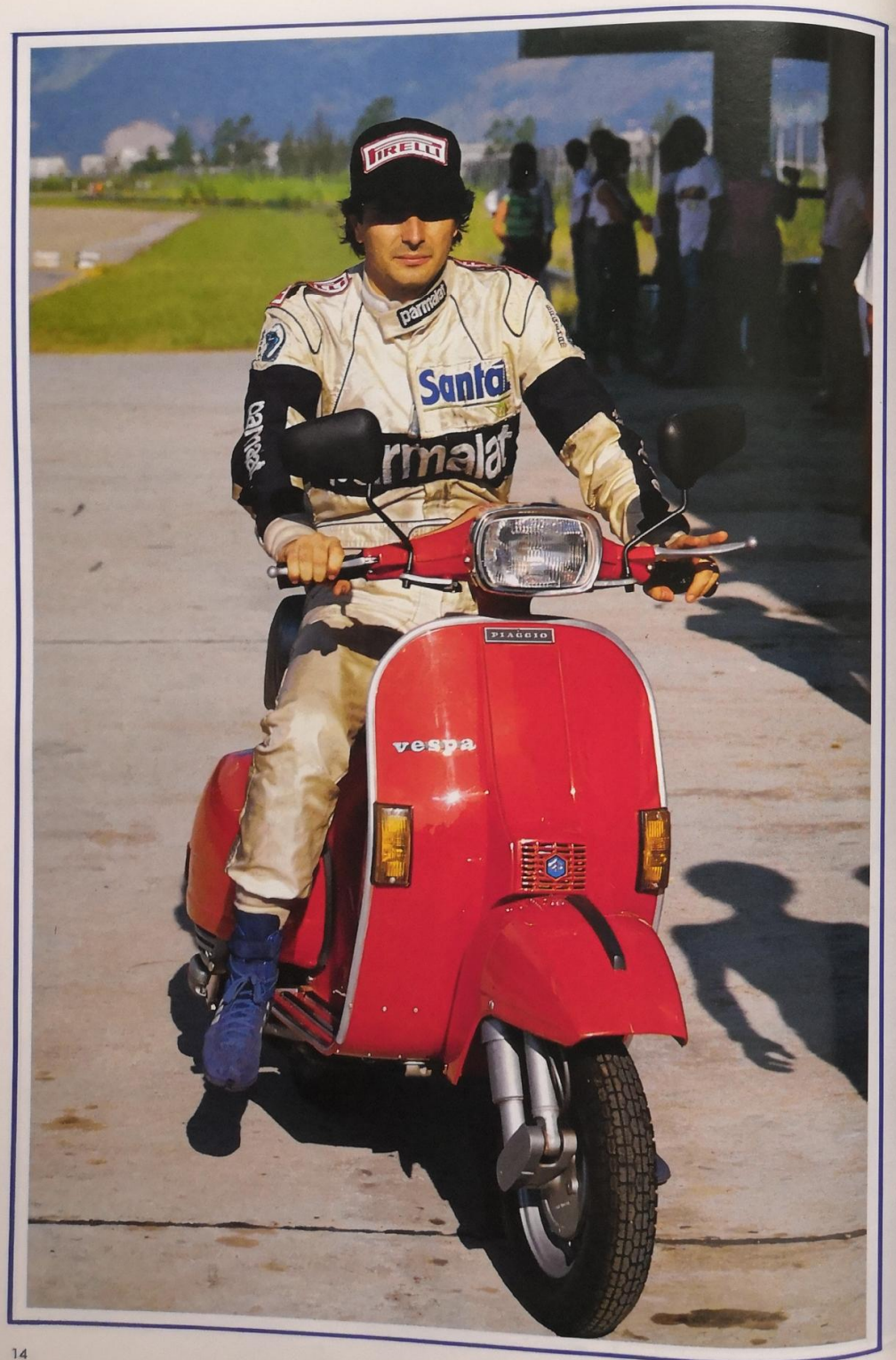
SEVEN YEARS AGO IN 1978, WHEN BERNIE ECCLESTONE RECRUITED NELSON PIQUET INTO THE BRABHAM TEAM, THE BRAZILIAN WAS 26-YEARS OLD. HE HAD LIVED IN EUROPE FOR LESS THAN TWO SEASONS AND WAS VIRTUALLY UNKNOWN EXCEPT TO BRITISH CLUB RACING FANS WHO HAD WATCHED HIM SWEEPING UP THE SENIOR (BP-SPONSORED) NATIONAL FORMULA 3 CHAMPIONSHIP.

by Mike Doodson

When the negotiations started with Ecclestone, Piquet had only competed in two Grand Prix races — with modest teams — and that was the only experience he had with a powerful car. As Niki Lauda's team-mate in 1979, he could only expect a number 2 role. Within a year, however, Lauda had walked out of the team into retirement, leaving Nelson as Brabham's uncontested number 1. Under the designing genius of Gordon Murray, the careers of Nelson Piquet and Brabham have since become synonymous, with two glorious world championships together and 13 GP victories. Now, though, the partnership is breaking up...

There is a wonderfully human side to Nelson Piquet which is greatly appreciated by those of us who are privileged to be watching races in the pit lane. He is constantly laughing and joking with his mechanics, all of whom really are his close friends. He is far and away the most easily approachable of all the current "aces," often to be found in a scrimmage of pressmen, chatting away in a mixture of undisciplined Portuguese, English and Italian.

He is a straight person who loves the life he leads, hates doubletalk and can't tell a lie without it showing in his twinkling dark eyes. Son of a one-time minister



in the Brazilian government, he is one quarter Amazon-Indian and regularly tops polls among team managers who are asked to nominate the "ace" they would most like to have in their precious cars. He is certainly the most dedicated, and gifted, test driver in the F1 family.
When a man of these qualities switches teams, as Nelson has announced that he will be doing next year, invariably he does so because he is unhappy with his present team. But for Nelson, unusually among drivers, the grass has always seemed perfectly green enough on the Brabham side of the fence. It was therefore a major shock to hear that he had signed up with Williams for 1986.

"IF I COUNT ALL THE TESTING I'VE DONE SINCE LAST OCTOBER, IT'S ABOUT 75 GRANDS PRIX"

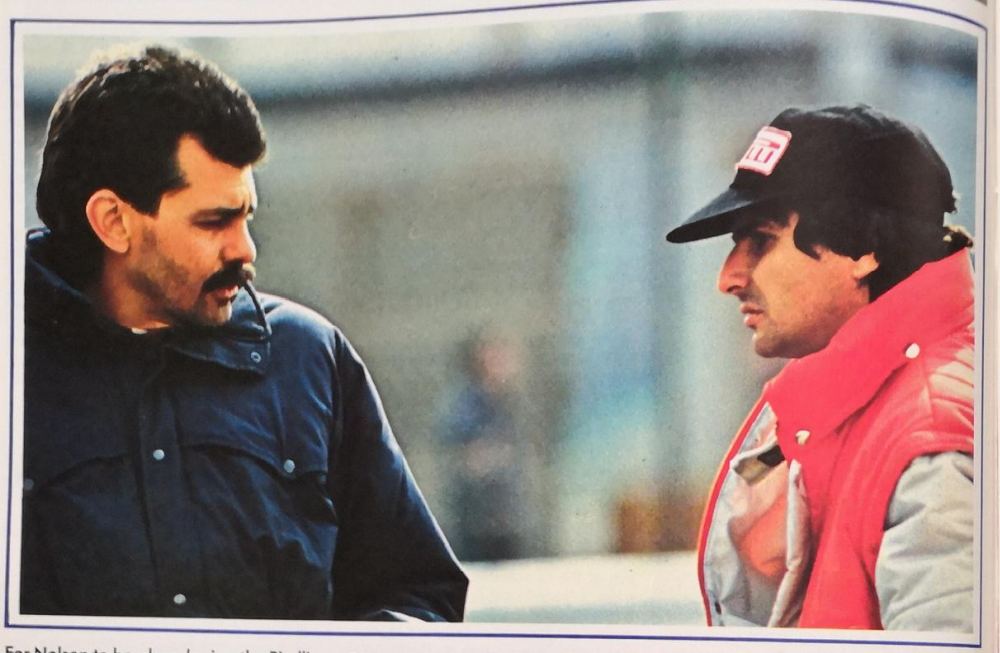
The rumour mill suggested that the only reason for the split was a financial one. Nelson, it was said, had calculated that he was being worked harder than anyone else and had demanded the appropriate rewards from Ecclestone. If Lauda and Prost and Rosberg could get more money for less work, went the argument, why then shouldn't he be paid accordingly?
An intriguing story on the grapevine at Monza, where the news was announced, even suggested that Ecclestone's intelligence system had failed him at the crucial race meeting, three weeks earlier in Austria.

In theory, only three other teams could have accommodated Nelson at the sort of price he was discussing: Ferrari, Williams and McLaren. Due to some comments which Nelson had once made about the structural integrity of the Commendatore's cars, Ferrari was obviously out. Williams? not on, Bernie ascertained, because Frank didn't have that sort of money available to him.
So the only hope appeared to be McLaren. And Bernie knew that Rosberg's Marloboro links would smooth the way for him there, leaving Nelson with no apparent alternative but to come grovelling back to Brabham and take the original "reasonable" wage. Quite what the sums involved were has not of course been revealed, but they were significant. One well-connected source has speculated that Bernie's "final offer" was around two million dollars. The talk goes that Nelson will be taking 3.3 millions from Frank's yet-to-be-revealed sponsor — and would have accepted half a million less to stay with Brabham, if only Bernie had been a little less intractable.

Nelson is straightforward about the failure of the negotiations. *"Bernie, either from principle or because he didn't want to, would not pay me. He didn't care. In that case I didn't want to start a fight and (threaten) to go here and go there. I told him "I want this money," and he said "I cannot pay you that." So I said I would go somewhere else and just sign up. But I didn't want to get involved in some sort of commercial bargaining. I'm not that kind of person, he was very disappointed, because he likes to make a bargain over the difference. But I didn't want to play like this. I was honest with him, and he didn't seem to care. That is the truth!"*
There can be no arguing about the amount of work which Nelson has done since Brabham signed up with Pirelli last year. The Brabham/Pirelli test programme got under way on the day after the final race of the 1984 season, in Portugal, and continued through the winter in long, hard sessions at Kyalami, Rio and elsewhere. The information needed by Pirelli fell exclusively on Nelson's shoulders. *"If I count all the laps I've done in tests since last october, it's about 75 Grands Prix. It's a lot. I did all the development of the tyres, all the development of the chassis and engine: everything was done by me. Well, we had another driver, but maybe he did two percent of what I've done."*

"EVERY TIME BRABHAM GAVE ME A CHANCE TO WIN THE CHAMPIONSHIP, I NEVER LET THEM DOWN"

Nelson not only did the job for Pirelli in testing at Ricard in July this year, he also gave the Italian company its first Grand Prix victory since 1957. Now that he's switched back to a Goodyear-equipped team, Pirelli will have the unenviable task of finding someone with the same gift for testing. Mr Ecclestone's miscalculating, if that is what it was, cannot have pleased the men in Milan with the money...



For Nelson to be abandoning the Pirelli programme after all the hard work of the past 12 months may sound like a gigantic waste of his talents, for there is no doubt that the Italian tyres are no longer the joke they once were. But Nelson happens to believe that the huge improvement in the performance of the tyres was counterbalanced by the loss of chassis development this year. *"What happened was that we started development of the new tyres and forgot the work we should have done on the car. The result was that we improved the car from last year maybe ten percent, but everybody else improved them much more. That was the thing, we got left behind."*

Going back with Nelson over the fun and the good times that he had with Brabham underscores the pride that he feels in having carried the flag for a team that sets standards of technology and preparation for others to emulate if they could. Williams was the arch-rival between 1979 and 1982, first with Alan Jones and then with Keke Rosberg. Indeed there was a serious Brabham/Williams "grudge match" at the time, fuelled first by some cavalier Jonesy driving in 1980, then by some Williams accusations of cheating in Argentina in 1981. Renault came close to beating Brabham in 1983, when Prost led the "yellows". But it was to be the BMW Turbo, not the pioneering Renault, which captured the first non-aspirated world championship of the modern era.

"Of course '83 was a very good year because I was more relaxed, I had already been champion in 1981. With four or five races left we were a long way behind Prost on points, so we said, 'OK, we'll win the three or four last races and get the championship.' We planned it all, we did it — and it was fantastic. What I can say is that every time Brabham gave me a chance to win the championship, I never let them down. I never lost the championship by a few points. And that makes me feel very good."

"SO FAR I HAVE BEEN VERY SUCCESSFUL IN EVERYTHING I HAVE DONE APART FROM STUDYING"

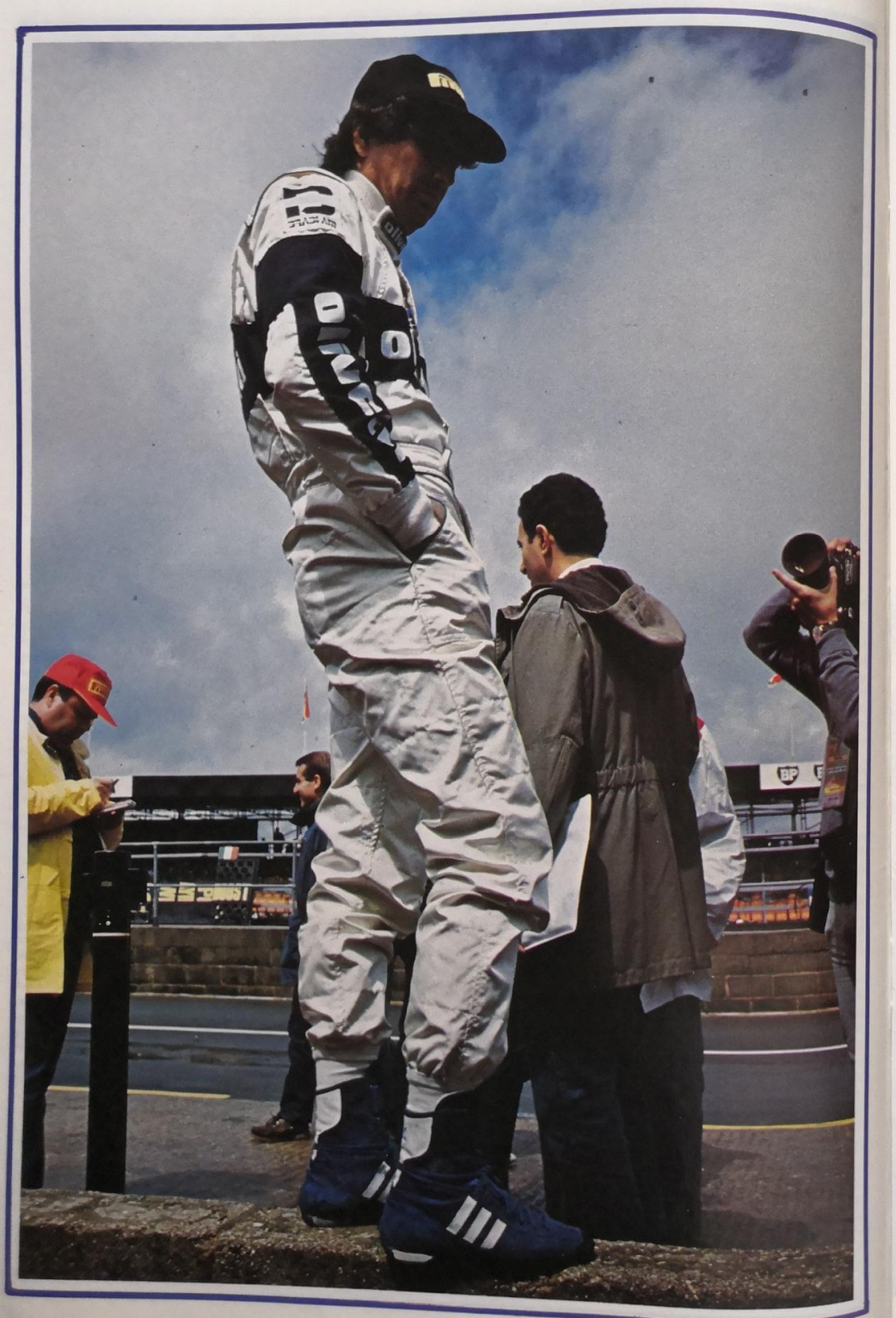
Like all the great sportsmen, Nelson claim that he learns something every time he goes into competition. He is a genuinely modest man who can assess his own strengths and his own weaknesses. *"Of course, I am not the best driver. I can say that I made some mistakes, I still do, like in Holland this year. Three times in my career I didn't get off the line, twice from pole position. I feel very bad about this sort of thing. I should not do it. Maybe I over-react, too much nerves or this and that. But when I really needed to do the thing for the championship I never backed out or made a big mistake, like compared with Reutemann or Prost. You know, Prost won so many races, but when he's really under pressure he makes mistakes. But everytime Brabham gave me an opportunity to win, I won. That's why I am leaving Brabham without any regrets."*

Once race still rankles him, though. In Rio in 1981, with Gordon Murray's brilliant Ford-engined Brabham BT49, he started from pole position and should have walked away with the race. Murray had found a way around FISA's infamous "four centimetre" rule which was so effective that Williams, rather selfishly, protested it. In fact Murray was the only designer to have perfected an "automatic" chassis lowering system which would enable the cars' skirts to brush the ground at speed without hydraulic assistance.

On the Rio grid, a decision had to be made about tyres. There were rain clouds gathering in the distance, but was by no means certain that the rain would fall on the circuit. The Brabham team's choice of slicks turned out to be catastrophic, for the race was destined to be wet throughout, handing a famous 1-2 result to Williams.

History, and the Brazilian press, recorded that Nelson — having been born in Rio — made the tyre choice on the basis of local knowledge, but he doesn't see it quite like that. Later he was to be vindicated, as he explains. *"In Brazil, the team chose the wrong tyres. It's very easy for everyone when the driver says, 'OK, let's try slicks.' They all say 'yes, yes,' and that's the end of the matter. So when there's been a big mistake, they can all say that was the bloody driver who chose the wrong tyres.'*

"There was another example, at Monaco ('82) when we were on the front of the grid with the BMW-engined car. And it was going from rain to dry and back. Bernie came to me and said 'what do you think?' I just said 'I don't think, I drive. You make the decision, and if there's a muck-up, this time you can



take the blame afterwards.'
"In that case I wanted to put on slicks, but I didn't want to say nothing. I said 'you do all you want, then afterwards you can't blame me." As it happened, the car that won the Monaco race was — again — a Williams, this time driven by Keke Rosberg, who had selected slicks at the last minute, snatched the lead at the start and proceeded to humiliate the much more powerful turbos on a track which dried so rapidly that virtually every one of his rivals had to stop within ten laps for slicks like his.

"PROST WON SO MANY RACES, BUT WHEN HE'S UNDER PRESSURE HE MAKES MISTAKES"

A year later, in 1982, Nelson's memories of Rio '81 were expunged by a great victory at the same circuit (*"the best race of my life"*). For 28 choking laps he had to chase the late Gilles Villeneuve, breathing the Ferrari's exhaust gases until he was able to pressure the Canadian into a big spin. Nelson had put so much into that race in terms of mental and physical resources that he collapsed on the podium. He did not appreciate the later suggestions, some of them from Ecclestone, that he was insufficiently fit.
"Another thing I didn't like from Bernie was this year, again in Brazil, when I lost control and went straight on, a big shunt on the second lap. I got out of the car and came back to the pits. It was a big mystery to me. I said, 'What happened? When I turned in the corner, the car didn't turn.' Bernie started saying straight away to the press that it was my fault. Two hours later, when the guys went to get the car they couldn't bring it back to the pits because it wouldn't turn. The reason was that the differential had seized."
Perhaps those memories only upset Nelson now because he felt betrayed by the *coterie* of talented friends that he had around him. During our chat, in the back of the BMW caravan after final qualifying at Monza, he didn't say much about Gordon Murray. Professionally, theirs has been a supremely rewarding partnership, with two similarly tuned minds working towards a common goal which has as much to do with enjoying themselves as beating corporate opposition which takes itself very seriously indeed.
Personally, however, they have never been as close as they were when Nelson and his wife Maria-Clara lived in a very English semi in Esher, not far from the Brabham factory. It was at the beginning of 1980 that Nelson fled the English weather for Monaco, took up with Sylvia Tamsma and was separated from Maria-Clara and their son Geraldo, now six. Gordon didn't approve much of Sylvia and Nelson probably didn't think that his designer had any right to interfere with a personal matter.
"My relationship with Gordon is great because we have had success together: we won championships. He is a good engineer and I did the best that I could, those are the reasons. It's not because we are close, or this or that. I could work with any of the good engineers in Formula 1. Patrick Head, or one from McLaren, whassisname? — Barnard — or the Ferrari guy, anybody. It's only to tell good information, then he can build a good car for me."
The remark sounds dismissive, maybe even hurtful, of Murray. But seven years together is a long time, longer indeed than the span of many drivers F1 careers, and Nelson is understandably irritated by the implication that Murray's cars were the only reason for their success together. The respect between them remains deep. Like the partners in a marriage which has drifted apart, no doubt there will be many moments in the coming years when both men will privately summon up those memories which cause pangs of sentimental nostalgia.
Making enemies is not Nelson's style anyway. Maria-Clara makes an annual trip to Europe to visit friends, to bring Geraldo to stay with his father, and to watch a race or two. Sylvia and Nelson parted at the beginning of 1984, but they remain friends and neighbours in Monaco. Emanuela Enfi, the 1984 Piaggio personality girl, is the current Piquet consort, having handed him no fewer than nine "pole position" scooters last year.

He is under no illusions about the transitory nature of his dangerous profession.
"I live day by day. And I think that if something happened to me, if I died today, you could say that I had a good life. So far, I have been very successful in everything I have done apart from studying. At school I was not a very brilliant student. But outside school I can say that everything I tried to do, I did it very well. There are still some things I want to do in Formula 1. I have some plans for things that I want to do later in my life, for the near future, which I think I will start to do in the next two years."
He told me exactly what those plans are, but asked me not to reveal them. Suffice to say that they reflect the generous, charitable person that exists underneath the care-free exterior of a man who still feels slightly guilty about owning a jet and a half million dollar motor cruiser.
"I want to do something good with my life. We are... I don't know... We are such bloody funny people, we human beings. We try to do good things so that we look good to other people. Maybe it's that. But I like children a lot. I like kids. My boy, he is growing up now, it's interesting. And (this idea) is a way to do good for somebody. You know?"
The plans will cause a major surprise when he gives up racing. But that will not happen until the end of 1987 at the earliest, when his Williams contract expires. Something in his eyes suggests that he will want to stop racing then, although he is obviously determined to win another title before he finally hangs up his helmet.

"I COULD WORK WITH ANY OF THE GOOD ENGINEERS IN FORMULA 1"

He is intrigued by the prospect of being a "normal" person and not having to be physically disciplined for racing. He admits that he is fundamentally lazy without the spur of competition. At the end of 1981, when there was very little happening in the off-season, he grew quite fat. I suggested, gently, that it would happen again.
"Yes, that's true," he admitted. *"If I don't do something interesting in my life, I would be... Well, not an alcoholic or anything like that, but I would become someone who had no wish for nothing. Today, I never drink, I never took any drugs, I never tried anything. The only thing in my blood is racing and more racing. Tomorrow, if I don't race anymore, I think I will try everything, to see what it is. If you've never tried it, you don't know what it is. I would like to know."*
At first, just after he had signed with Frank Williams, Nelson was tense, anxious, worried about leaving Brabham, the team which felt precious to him. Maybe, too, there was a guilty feeling, a sense of having sold out.
In the space of two or three weeks, all that had changed. *"I didn't want to go to Williams because I'm very happy here at Brabham. I don't want to try a new thing, because I was afraid. Now I'm not afraid anymore, I'm very enthusiastic, I want to get on with it. If only Bernie would release me, then I would go testing with Frank immediately, all the time.*
"Brabham was comfortable, yes: the same mechanics, the same people, it's been like a family. It may not be like that with Frank, not until time passes and they know me and start to believe in me. Now I have switched completely. I want to do a good job with Frank. Now I want to beat Brabham, and McLaren, next year with another team. I think I can, the team thinks I can, and I believe we have a big potential together." ■

DANNER ON THACKWELL'S TAIL

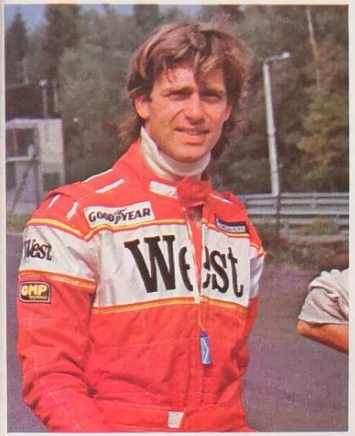
APPEARING WITH THE F1 CIRCUS AT BOTH ZELTWEG AND ZANDVOORT IN AUGUST WERE THE F3000 BOYS OF THIS YEAR'S FIRST EVER EUROPEAN CHAMPIONSHIP. MIKE THACKWELL FINISHED NINTH IN AUSTRIA AND SECOND IN HOLLAND AND LED THE SERIES BY ONLY TWO POINTS AHEAD OF GERMANY'S CHRISTIAN DANNER AS THEY AWAITED THE FINAL SHOWDOWN AT MUGELLO.

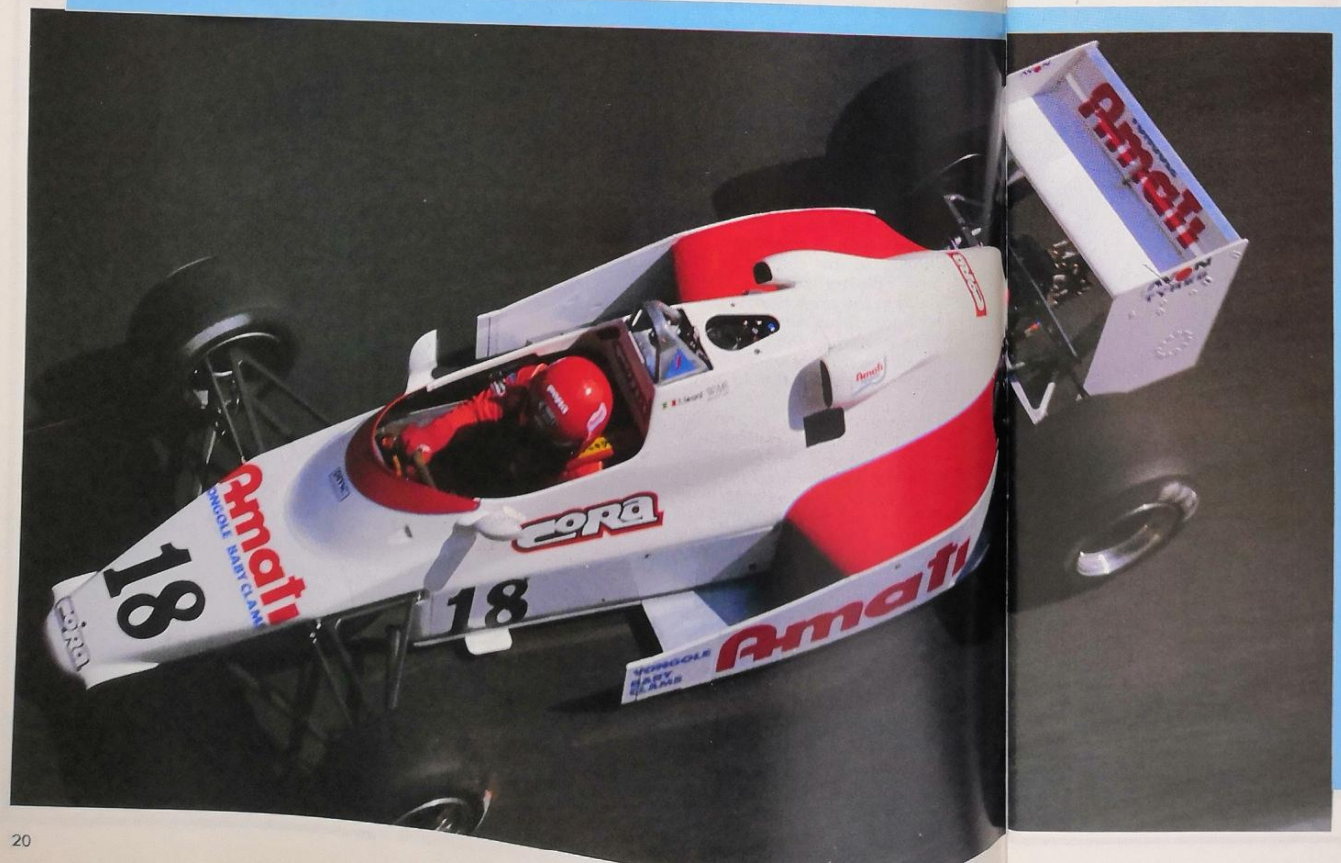
Christian Danner was impressive at both Zeltweg and Zandvoort, scoring the pole position at both meetings. Unlucky in Austria, the tall 27-year-old scored a convincing victory ahead of Mike Thackwell and Philippe Streiff in Holland. He also established the race lap record in 1m 23.645s at the wheel of his March 85B. The Ralt driver from New Zealand had an unfortunate shunt at the Austrian meeting on the opening lap, where he started from sixth place on the grid. In Holland he started the race from the 5th slot and went on to follow Danner over the line.

The provisional championship standing was therefore very tight as the F3000 circus made the trip over to Donington for the last and deciding race of the season. Thackwell was leading with 45 points, ahead of Danner with 43, Pirro (38) and Nielsen (34). Victim of Danner's superb end of the season results was the Italian Emmanuelle Pirro who found himself demoted to third spot in the series after finishing fourth in Austria and fifth in Holland. Thackwell's team mate Nielsen has also been bumped down the points table despite clinching the runner-up spot behind the excellent Ivan Capelli (March 85B) at Zeltweg and a fourth place at Zandvoort.

Although the championship protagonists are either at the wheel of Marches or Ralts, Philippe Streiff has had some encouraging results with his AGS JH20. James Weaver, driving for Lola, has unfortunately not had the success he deserves.

This year's first ever European F3000 championship has established itself as a creditable stepping stone into F1. Christian Danner and Philippe Streiff are now launched on their new career towards the giddy heights of F1. It would come as a surprise if Mike Thackwell did not find himself alongside them in F1 next year.





F3000 ZELTWEG STARTING GRID

1. Danner March 85B **1m 39.780s B**	2. Pirro March 85B 1m 39.819s A
3. Capelli March 85B 1m 40.128s B	4. Streiff AGS JH20 1m 40.277s B
5. Thackwell Ralt RC85 1m 40.303s B	6. Nielsen Ralt RC85 1m 40.644s B
7. Ferté March 85B 1m 40.967s A	8. Leoni March 85B 1m 41.891s A
9. Tassin March 85B 1m 42.602s B	10. Dacco March 85B 1m 42.711s B
11. Tarquini March 85B 1m 42.094s B	12. Hytten March 85B 1m 43.273s A
13. Kaiser March 85 B 1m 43.577s A	14. Santin March 85B 1m 43.815s B
15. Grouillard March 8B 1m 44.042s A	16. Weaver Lola T950 1m 46.093s A
17. Busslinger March 85B 1m 46.099S A	

Tyres: A: Avon; B: Bridgestone

F3000 ZANDVOORT STARTING GRID

1. Danner March 85B **1m 21.445s B**	2. Nielsen Ralt RC85 1m 21.969s B
3. Ferté March 85B 1m 22.383s A	4. Pirro March 85B 1m 22.416s A
5. Capelli March 85B 1m 22.427s B	6. Thackwell Ralt RC85 1m 22.429s B
7. Streiff AGS JH20 1m 22.432s B	8. Tassin March 85B 1m 22.499s B
9. Leoni March 85B 1m 23.371s A	10. Santin March 85B 1m 23.678s B
11. Tarquini March 85B 1m 23.683s B	Hytten March 85B 1m 24.007s A
13. Dacco March 85B 1m 24.052s B	14. Kaiser March 85B 1m 24.593s A
15. Chauvet March 85B 1m 24.878s A	Weaver Lola T950 1m 25.645s A
17. Busslinger March 85B 1m 27.300s A	

Tyres: A: Avon; B: Bridgestone

PITSTOPS AND RETIREMENTS

Lap 1: **Thackwell**, changed wheel following an off. Lap 11: **Danner**, changed rear wing (tangled). Lap 23: **Ferté**, retired: snapped rear suspension. Lap 26: **Tarquini**, for fresh tyres.

RETIREMENTS

Warm up lap: **Capelli**, gearbox. Lap 10: **Chauvet**, tangled. Lap 21: **Hytten**, engine. Lap 25: **Ferté**, ignition. Lap 27: **Tarquini**, engine.

FINAL RESULTS ZELTWEG AUGUST 18, 1985

1. Capelli (March 85B) 31 laps in 55m 65.114s at an average speed of 204.951 kph.
2. Nielsen (Ralt RC85) 55m 65.69s.
3. Leoni (March 85B) 56m 21.24s.
4. Pirro (March 85B) 56m 28.75s.
5. Streiff (AGS JH20) 56m 31.47s.
6. Tassin (March 85B) 56m 34.58s.
7. Santin (March 85B) 56m 34.58s.
8. Grouillard (March 85B) 57m 01.63s.
9. Thackwell (Ralt RC85) 57m 10.56s.
10. Hytten (March 85B) 57m 25.87s.
11. Kaiser (March 85B) 57m 31.98s.
12. Dacco (March 85B) 57m 50.55s.
13. Tarquini (March 85B) 30 laps.
14. Weaver (Lola T950) 30 laps.
15. Busslinger (March 85B) 29 laps.
16. Danner (March 85B) 29 laps.

Race Lap Record: Thackwell (Ralt RC85) in 1m 42.24s at an average speed of 209.217s.

FINAL RESULTS ZANDVOORT AUGUST 25, 1985

1. Danner (March 85B) 47 laps in 1 hour 15m 10.023s at an average speed of 162.589 kph.
2. Thackwell (Ralt RC85) 1 hour 15m 23.40s.
3. Streiff (AGS JH20) 1 hour 15m 51.26s.
4. Nielsen (Ralt RC85) 1 hour 16m 14.19s.
5 Pirro (March 85B) 46 laps.
6. Dacco (March 85B) 46 laps.
7. Santin (March 85B) 46 laps.
8. Tassin (March 85B) 46 laps.
9. Kaiser (March 85B) 46 laps.
10. Weaver (Lola T950) 45 laps.
11. Leoni (March 85B) 45 laps.
12. Busslinger (March 85B) 42 laps.

Race Lap Record : Danner (March 85B) in 1m 23.645s at an average speed of 183.002 kph.

F3000 CHAMPIONSHIP POINTS (after Zeltweg)

Thackwell 39 points; 2. Pirro 36 points; 3. Danner 34 points; 4. Nielsen 31 points; 5. M. Ferté and Tarquini 14 points; 7. A. Ferté 9 points; 8. Leoni 8 points; 9. Grouillard 7 points; 10. Streiff 6 points; 11. Dacco 5 points; 12. Moreno and Kaiser 3 points; 14. Hytten 2 points; 15. Fangio, Dumfries, Alliot and Tassin 1 point.

F3000 CHAMPIONSHIP POINTS (after Zandvoort)

1. Thackwell 45 points; 2. Danner 43 points; 3. Pirro 38 points; 4. Nielsen 34 points; 5. M. Ferté and Tarquini 14 points; 7. Streiff 10 points; 8. A. Ferté and Capelli 9 points; 9. Leoni 8 points; 10. Grouillard 7 points; 11. Dacco 6 points; 12. Moreno and Kaiser 3 points; 14. Hytten 2 points; 14. Dumfries, Alliot, Fangio and Tassin 1 point.

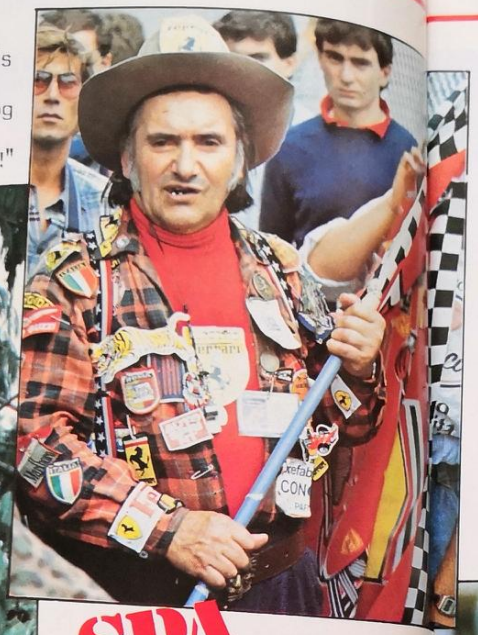
Christian Danner emerged as a strong contender to the title towards the end of the season

Thruxton winner Emmanuele Pirro from Italy, has shown consistency throughout the season

MONZA

"Where's that frog Prost?!"

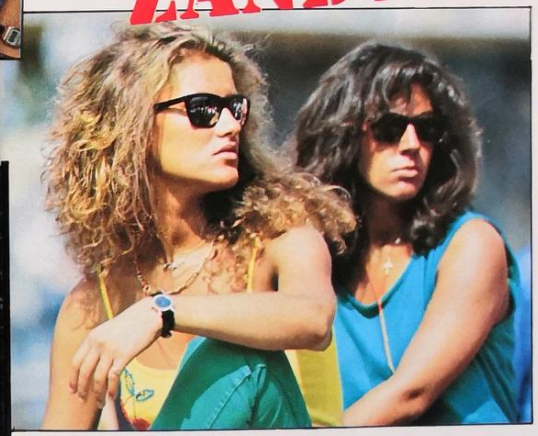
Waiting for the flood or the start?



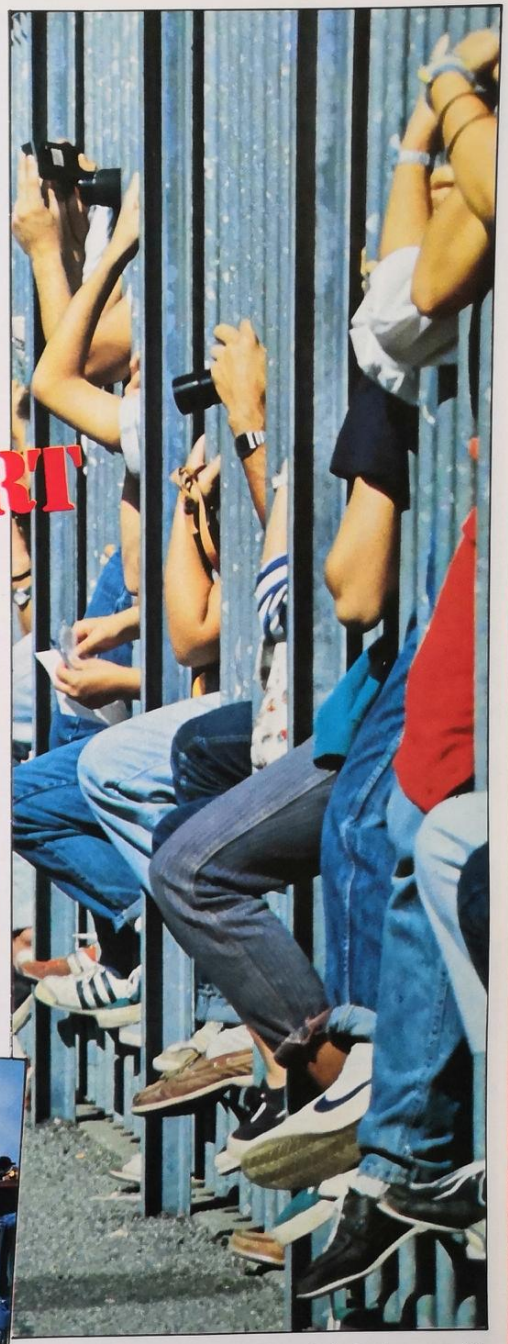
SPA

Mascot seeks driver

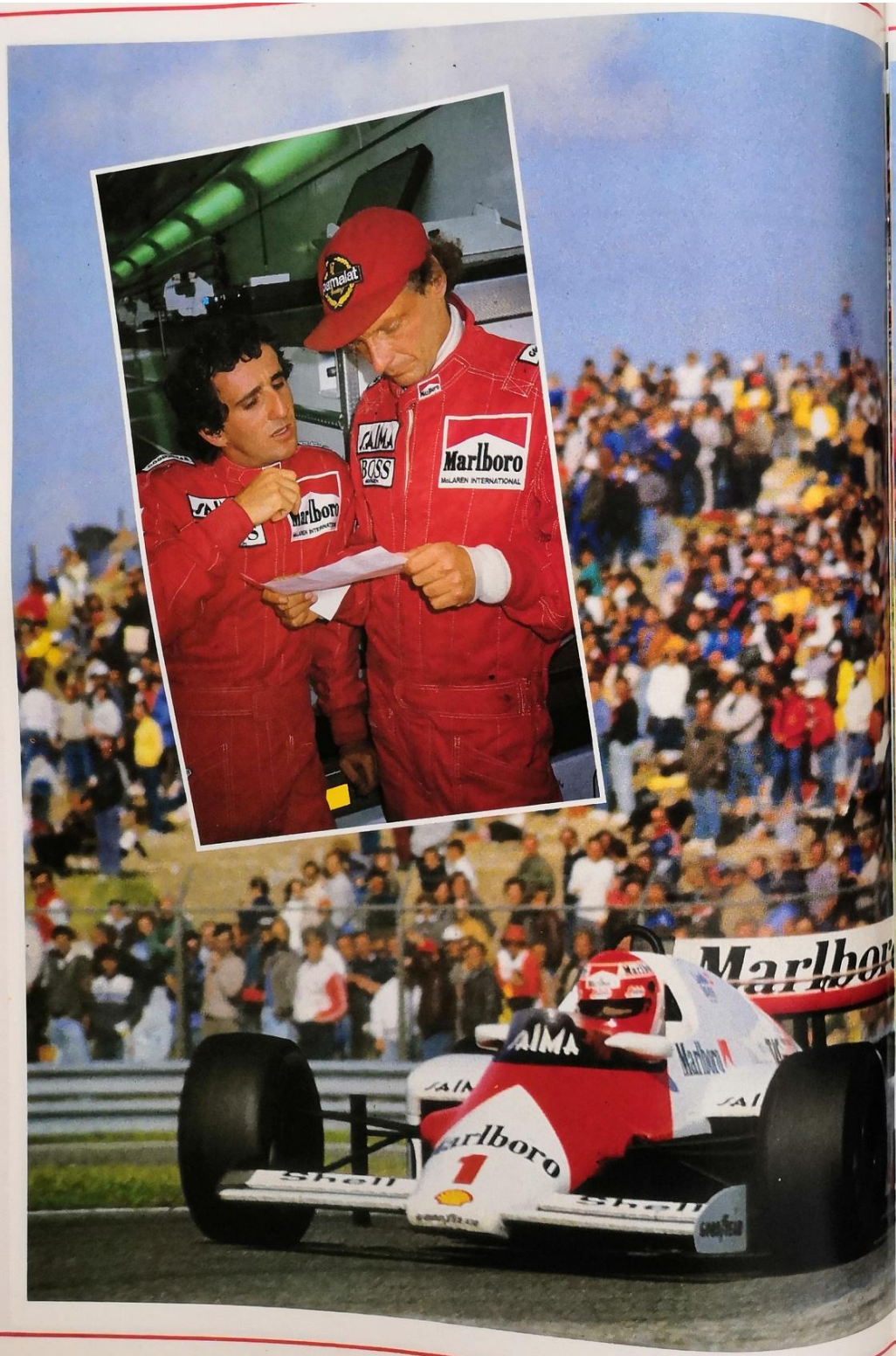
ZANDVOORT



Nice weather for this time of the year!



Spectators keep out!!



DUTCH GRAND PRIX

LAUDA'S DUTCH TREAT

SHORTLY AFTER OFFICIALLY ANNOUNCING HIS SECOND RETIREMENT FROM FORMULA ONE AT THE END OF THE SEASON, TRIPLE TITLE HOLDER NIKI LAUDA HAD HIS BEST RACE OF THE YEAR. TENSION WAS HIGH ALONG PIT LANE AS HE BATTLED WITH TEAM MATE ALAIN PROST TO GIVE THE McLAREN TEAM A LONG-AWAITED 1985 1-2. THE AUSTRIAN SIMPLY TURNED ON A DISPLAY OF SHEER BRILLIANCY.

by Patrick Camus

ANALYSIS

THANKS LADS

Yet another thrilling World Championship round was up on the cards at Zandvoort. Lauda, Prost, Senna and Alboreto kept the crowds tingling with emotion throughout the 70-lap race. It was a case of the two championship protagonists pitted against a third character determined to assert he'd lost none of his skills and a fourth only too anxious to prove what he could achieve in a reliable car. A great recipe that provided a great show.

Lauda and Prost shook hands just before they claimed their rightful slots on the dummy grid. Each man to himself as long as neither put the other in jeopardy should a showdown occur. It did. And Prost had a very close shave that day.

Lauda was pleased with his race, but readily admitted that he had made a tactical error. *"I pitstopped too early for fresh tyres. My first set was hardly worn. Perhaps I would have been even faster during the closing laps."*

Had Ron Dennis issued "team" orders for an eventual fratricidal duel? *"There was no word of team tactics to be employed,"* Lauda insisted. *"I have exactly the same contract as Prost and it stipulates that I can do what I like. That's exactly what I did today. I was offered the possibility of winning and I grabbed it! Why shouldn't I have done so? I've always said that if Alain needs some help at the last race of the season then he can rely on me to help him. I'll stick to my word. But until then, I've got my own race to concentrate on. If you ask me, he won't need my help to finish the season ahead of Alboreto."*

LAUDA: "I PITSTOPPED TOO EARLY FOR FRESH TYRES"

PROST: "I WASN'T EXPECTING NIKI TO PUT UP SUCH A TOUGH DEFENCE"

Prost, though, had clearly been expecting the cookie to crumble differently. But, he wouldn't admit it. *"From the psychological point of view, this race was very tough for me. If it had been anyone else but Niki I would have opened up an attack. I had two huge problems to solve. The first was to score more points than Alboreto and the second was to get past Niki. I've never come up against a situation like this before. Winning implies taking dangerous risks. That's why I'm really pleased with my second place. The final result is a good one for both of us. OK, I missed scoring an extra three points but Niki's win is going to bring his old motivation back. It's also good for the championship title itself."*

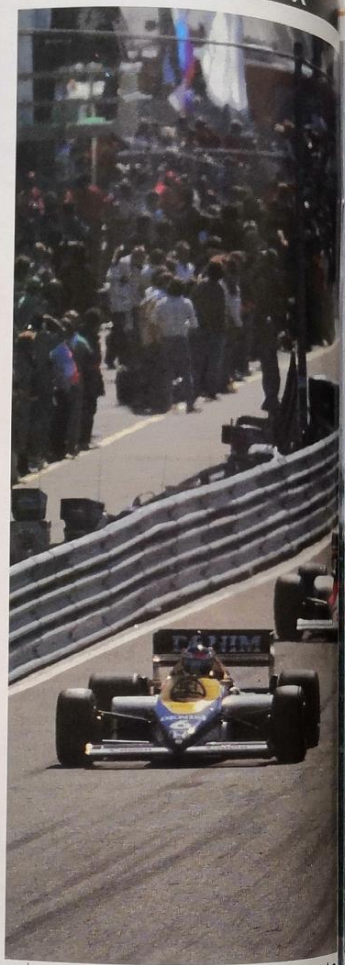
Was there, or was there not a fierce battle between the two team mates? *"Niki did not help me at all. To be honest, I wasn't expecting him to put up such a tough defence. Before the race I had even said that if I was leading, and Alboreto was sufficiently far down the field, that I would let him win. Well, he won without me, and that's it. He used all his know-how and experience built up over the years to keep me behind,"* the little Frenchman explained putting on a brave smile.

SENNA: "ALBORETO HIT ME HARD ON THE REAR. I SUPPOSE THAT'S ONE WAY OF TRYING TO GET RID OF ME"

During the skirmish Prost found himself on the grass for a brief moment. *"Yes, I was about to take him on the left and he slammed the door in my face, just as he had done on the two preceding laps. I suspect that he didn't see me although I just missed his rear wing."* Was he feeling bitter? *"No, not in the slightest. What's the point? It was just as important for me as it was for him to win. He obviously would like to end his F1 career on a high note. He has said that when I really need him, he'll be there. I know that if the situation should arise, he will stick to his word. But, I sincerely hope that I'll never have to ask him."*

Did the lengthy wheel change also prevent him from winning? *"No doubt about it. I lost 18s in the pits when I stopped for fresh tyres whereas Niki only lost 10s. That's when victory slipped right under my nose. The rear right wheel wouldn't come loose. I had a hard job reeling him in after that. I'm thankful for what I've got. I will have a three-point lead on Alboreto when we get to Monza, plus I'm sure that I'll have a good reliable car. All I can do now, is hope for the best."*

McLaren's 1-2 at Zandvoort was the first of the season. Brazil's Ayrton Senna was in the points and on the podium for the third time this season after a long carve up through the field. *"A lot of problems, yes. The engine was down on power during the last third of the race, the water temperature needle was in the red and the engine even cut out over the bumps down the pit straight. Once the McLarens had both got past me, the oil light came on and I decided I'd better make sure I finished in the points. It was by no means easy. I had Alboreto hounding me but there was no way he could get past me when the power came on. He tried the hard way and even banged me on the rear. I suppose that's one way of trying to get rid of me."*



Piquet stalled as the green light went o

n. Somehow everyone avoided him — and each other (above).

Michele Alboreto sighed heavily, *"The engine was good, the car was good, but this Grand Prix was very tiring and I didn't get past Senna. I hope that we'll be able to solve the road holding problems during our next private tests. Now, there's only one thing that I wish, and that is that Lauda wins a lot more races this season."*

The odd thing about this Grand Prix was the Régie Renault's cars which seemed to have become exceedingly competitive overnight (check with the Lap by Lap chart). Derek Warwick retired on lap 28 whilst lying a plucky third and Patrick Tambay had moved up from his lowly starting grid position to 4th place by lap 22, but retired shortly after with a busted diff. What had happened to the yellow and black cars to make them so competitive? Not only that, but Tambay also put in his fastest race lap time (1m 17.335s) on lap 16 (4th quickest time) whilst Lauda, Prost and the others didn't score theirs until much, much later when they were on low tanks and fresh tyres. Odd, when you think that the leader at the time, Rosberg, had completed lap 16 in "only" 1m 19.247s! Eye witness to the Renault "bomb" was Alboreto who was also puzzled to say the least. *"I saw Tambay home in on me incredibly fast. I didn't even attempt to stop him from getting past. He was much quicker than me. It was pretty obvious he wouldn't get far on half a tank."*

ALBORETO: "I SAW TAMBAY HOMING IN ON ME INCREDIBLY FAST. IT WAS PRETTY OBVIOUS HE WOULDN'T GET FAR ON HALF A TANK"

Renault wouldn't admit to anything. Either the cars had suddenly improved dramatically or the tanks hadn't been topped up. During the warm-up Tambay's front suspension collapsed when he went out on full tanks. It's quite possible that the Frenchman asked for a low tank in the knowledge that the other chassis' engine he would have to use for the race wouldn't last the distance. Or perhaps it had something to do with the argument he had with Gérard Toth, Renault's new competitions boss, only a couple of hours before the start. What are they up to in the Régie camp?

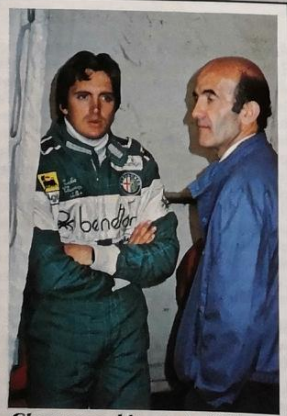
Senna stopped for a complete wheel change and to get the paper freed from his Lotus side pod (left).

Unusually exceptionally quick were the Renaults at Zandvoort. Here Warwick (16) is lying 3rd and Tambay about to take Mansell

De Cesaris/Ligier. The end

With the Dutch Grand Prix scheduled for the weekend following the Austrian round there was little time left between packing up at one circuit and setting up home at the next to make important changes to the cars. The track at Zandvoort is fairly similar to Zeltweg so there wasn't really too much to worry about apart from increasing the suspension height as well as making the springs harder to absorb the numerous bumps along the track surface, together with greatly improving the brake cooling system.

This was the first Grand Prix at which no normally-aspirated engined cars were run. The Cosworth era is now a thing of the past and strangely enough, the good old V8 had its maiden Grand Prix at Zandvoort exactly eighteen years before.



Cheever on his way to Toleman

Both Tyrrell drivers had 014/Renault engines in their respective race cars but neither had a spare car.

Following de Cesaris's massive shunt in Austria, it seemed unlikely that the Ligier team would have time to rebuild a new car in time for the Dutch round. The hard-working mechanics got down to work in Vichy and succeeded in transforming the JS23/03 chassis to make it similar to the latest version. It was a good 10 kilos heavier but at least the Italian had a car to drive. Until Sunday evening...

In the Renault camp, a new chassis was brought over in replacement of the one wrecked in the Warwick/Patrese incident for Saturday morning which meant the British driver had the RE60B/5 instead of the 7.

The Lotus spare car featured classical rear suspension whereas the two race cars were fitted with the slightly modified upper rockers first sighted at Zeltweg. As for the Williams team, they opted for the rear suspension unit also seen on the race cars at the Austrian round.

Something which no-one had noticed on the Toleman car since the teams first GP of the season at Monaco and which suddenly came to light at Zandvoort was the deflector mounted just under the front part of the chassis. Designer Rory Byrne used an old idea employed during the seventies on the McLaren M23 and the Brabham BT44. His system complies with the rule that no part having an aero-dynamic influence must touch the flat bottom of the car, which itself must lie on a plane between the front and rear axles. The deflector reduces the lower air flow which normally alters the road holding of the car. Naturally, this new finding was kept well hidden from the curious. Each time the Toleman was up on the trellis, the British team's mechanics swarmed round to shield the car and even the front part was masked with tape to prevent anyone from peering underneath.

QUALIFYING

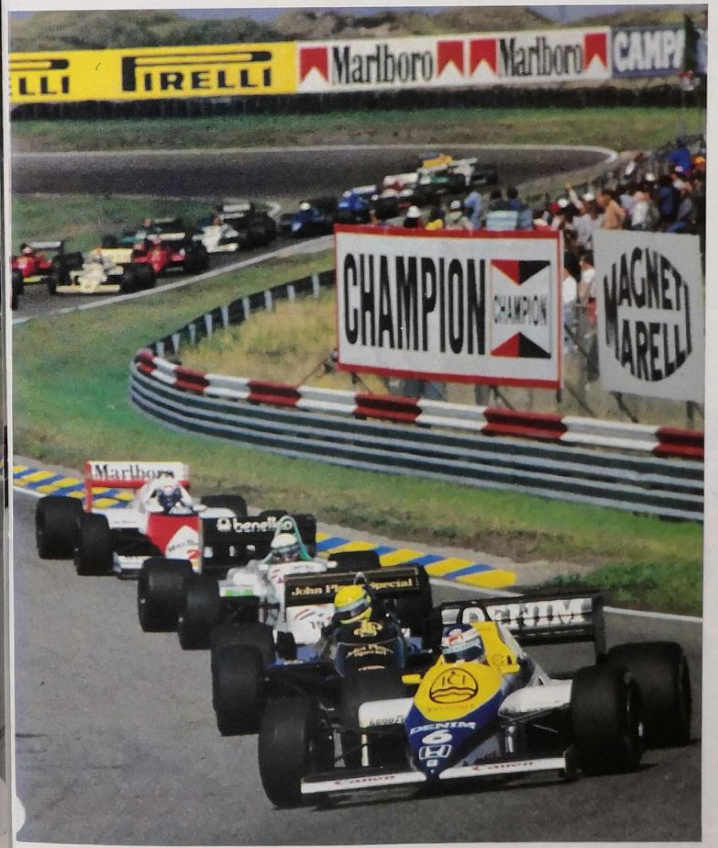
NELSON SETS THE PACE

Grand Prix weekends have more often than not been rainy during either one or more practice sessions or the race itself. In fact, only the Brazilian and French rounds were completely dry throughout the three-day period. Zandvoort was no exception to the rule and the drivers were anxious to get in as good a time as possible for the final grid during Friday's first timed session.

No less than thirteen men beat Alain Prost's 1984 pole position time. Nelson Piquet set a highly commendable time to beat of 1m 11.074s. Keke Rosberg was impressive too, despite a couple of problems. *"I made two little slips,"* admitted the Finn. *"And the ratio for fifth gear wasn't quite right. I'm sure I could have been a couple of tenths of a second faster but there's no way I would have been as fast as Piquet. We've still got to get more power out of our engines."*

The main attraction of the show — as with those yet to come — was of course the Prost/Alboreto fight out to the championship crown. It appeared very quickly that the Italian's car wasn't well suited to stand up to the tough conditions of the Dutch circuit. The Ferrari engine blew only minutes after the first official timed runs began and the spare car wasn't handling well enough for Alboreto to come close to Prost's qualifying time. The Italian had to make do with 1m 13.725s which put him in the 16th slot on the grid. There was nothing wrong with the engine. The red car was clocked at 324 kph/202 mph down the straight preceding Tarzan. Alboreto's problem came from the fact that the chassis couldn't cope with the engine's high output. Even both Alfa Romeos were 0.7s faster than the Ferrari through Tarzan. *"The problem,"* Ferrari engineer Tomaini explained, *"hasn't been traced yet. But the car is handling badly over the bumps."* Rain during Saturday's session prevented Alboreto —and everyone else — from improving on his times. In fact he stayed in the Ferrari motorhome chewing over his fate. *"I just can't say what's wrong! This is now going to be the hardest part of the season. I'll be starting from the eighth row! It's going to be really tough for me if I want to try and score even a couple of points. All I can hope is that Prost retires during the race."* The Italian version of Mission Impossible?

Rosberg led as long as his Honda engine allowed him to. For 19 laps



PROST: "IF IT RAINS I WON'T BE QUITE SO ENTHUSIASTIC ABOUT THE RACE. BUT THEN NEITHER WILL ALBORETO"

Prost, on the other hand, was looking chuffed although he had "only" put in the third fastest time on Friday and the second on Saturday. He also spun. He didn't give two hoots about Piquet or Rosberg. It was Alboreto he was thinking about. *"I'm more than satisfied with my third time. Especially as we don't have qualifying engines. I wasn't feeling too happy with the engine, it seemed to be down on power. I was slower during the afternoon than in the morning session. Pole position is not of vital importance here. If it's a dry race, I'll feel confident as Alboreto is starting well down behind me. He's going to have to take a few risks — both with his driving and the engine — if he wants to catch me. If it rains, I won't be quite so enthusiastic about the race, but then, neither will he."*

Pirelli had come to Zandvoort with two new "rain" tyres plus a wide choice of treaded tyres to suit all the drivers' requirements, whether the track be damp, wet, greasy or flooded. At least all the Italian tyre manufacturers' clients wouldn't have much to worry about from that point of view if it rained. Quite the opposite!

De Cesaris, Laffite and Ghinzani were quickest on Saturday morning, and Laffite in the afternoon — almost a whole second faster than the first of the Good-year-shod cars, Prost's McLaren.

DE CESARIS: GO HOME!

Ligier team manager, Guy Ligier, announced on the Thursday preceding the Dutch round that Andrea de Cesaris would be having his last race with the team at Zandvoort. *"De Cesaris is costing us too much money. I've told him time and time again that we want a calm driver, one who can control his impulses. Andrea is a really nice guy, but we simply can't afford him."*

The decision came following the Italian driver's massive shunt at the Austrian round the week before, from which he had an extremely lucky escape, to say the least. Andrea admitted he was responsible, *"I made a mistake, the first of the season. I don't see how I can really be blamed for that. The car wasn't going very well when I made my move. Hard times are part of F1. Ligier wants money."*

LIGIER: "I ADMIT WE HAVEN'T ALWAYS GIVEN ANDREA THE BEST CARS"

Ligier had in fact asked de Cesaris to pay for his shunts out of his salary which he refused to do *"Andrea's a quick driver,"* commented Ligier. *"One of the quickest. And I admit we haven't always given him the best cars. What I'm against is his way of co-operating with the rest of the team. When things aren't going well the team should keep calm and work even more closely together. There's nothing gained from getting uptight and stroppy like he does."*

Andrea didn't let this announcement upset him. He was quickest on Friday morning when track conditions were really slippery after heavy downpours.

The weather forecast proved to be accurate. By the time the green light flicked on, strong winds had blown away all the rain clouds. It would be a dry Grand Prix. Rosberg was first to shoot off from his outside position on the front row. Pole man Piquet did not budge an inch. The Brabham had stalled and the Brazilian could but pray that the pack would find room to scrape past between him and the wall on one side and the other cars on the right side of the grid as they screamed away towards the first corner. His prayers were answered. No bangs, no nudges. Nelson finally got away after a bit of strenuous pushing, way behind the rest of the field. Frenchman Patrick Tambay had started the race from the pits when a misfiring problem was traced at the last minute to a faulty injector. It marked the beginning of an all-or-nothing bid by the Regie Renault driver round the Dutch track.

Rosberg led the field on the opening lap with Senna, Fabi and Prost right there with him. Lauda followed, a length behind, and the Mansell/Warwick pair two more behind the Austrian. Then came Surer, de Angelis and finally Alboreto.

Alain Prost got down to business on lap 2. Serious business! He was soon round Fabi and looking for a way past Senna on lap 3. Not a simple task. Meanwhile, the front runners were able to increase their lead as the duel between the two men raged and Lauda reeled in his French team mate, disposing of Fabi in the process. Rosberg steadily built up an even more convincing lead on his immediate followers, 3.76s on lap 5, 3.87s on lap 6. On lap 8, the gap narrowed as Senna speeded up the pace to get out of Prost's net. But the tiring Lotus finally yielded and the two red and white cars sailed past in one move without the Brazilian being able to put up a fight. Just as the two McLarens caught the leading Williams on lap 16 and were about to launch their attack, Rosberg took the last turn slowly and coasted down pit lane. The Honda engine had blown causing a small fire to break out. Prost, then, inherited the lead! But, Lauda was not in his wake. The triple world title holder had made a pit stop on lap 20 for fresh tyres, just as de Angelis had done. It didn't take the mechanics long, but when Lauda rejoined the field, he was 8th. At that point it seemed more than doubtful that Niki would be able to make up the time lost.

20 LAPS

Prost 26m 30.430s; Senna 26m 35.290s; Lauda 26m 39.651s; Warwick 26m 45.441s; Mansell 26m 45.513s; Tambay 26m 45.626s; Alboreto 26m 51.330s; Surer 26m 57.760s; Berger 27m 08.508s; Brundle 27m 09.221s; de Cesaris 27m 10.933s; Rosberg 27m 13.460s; Bellof 27m 17.853s; de Angelis 27m 22.591s; Alliot 27m 41.921s; Piquet 27m 45.582s; Boutsen 27m 46.442s; Fabi 18 laps.

Ahead, Prost was leading Senna by 4.82s, with Warwick an extremely honourable 3rd and team mate Tambay already (!) lying 4th, followed by Mansell, Alboreto and the rest. Incredibly, Tambay had started the race in last position from the pits and had put in some very impressive lappery. At the end of the opening lap, he was 20th (!!!) and by lap 15, already a creditable 15th. Everyone was left gaping as he took Alboreto, apparently filled with a burning desire that uncharacteristically had him defying danger. Even the Italian couldn't believe his eyes. Once the Ferrari had been demoted, it was on to Nigel Mansell. By lap 21, it was mission accomplished for the possessed Frenchman and on to team mate Warwick, lying 3rd. And suddenly, it was all over for the Régie men. Patrick was out with a busted diff two laps later on lap 28, Derek too, with no oil left in the gearbox. What had been done to make the Renaults so fast? Puzzling to say the least. Alboreto found himself unexpectedly promoted up two places and into Warwick's 3rd position.

Alboreto (Ferrari No 27) and Senna (Lotus No 12). The Brazilian finally kept the Italian at bay to finish third

Prost was still out front leading Senna by 12.31s and when the young Brazilian stopped on lap 27 for a wheel change, Alboreto inherited 2nd place (!), 24.25s behind the French McLaren driver — and three points... Imagine what must have been going through the two championship protagonists' minds as they tried to guess at what point the other would stop for fresh tyres. The Italian made the first move on lap 33 and rejoined the field in 8th position, 54.49s behind Prost, with Lauda, Senna, Surer and others between the two title rivals.

Prost pulled into the pits on lap 34. And waited and waited... 18.31s to get an unwilling nut loose. For Alain, the long wait spelt big trouble as he rejoined the field 3rd, behind the new leader, his team mate, with Senna sandwiched between the two red and white cars. The leader and his immediate follower had already made their tyre changes, so there was no hope for easy promotion. Prost would have to go about it the hard way.

40 LAPS

Lauda 53m 24.512s; Senna 53m 31.050s; Prost 53m 36.951s; de Angelis 53m 36.551s; Alboreto 54m 03.927s; Surer 54m 07.995s; Mansell 39 laps; Bellof 39 laps; Berger 39 laps; Brundle 39 laps; Alliot 39 laps; Boutsen 39 laps; Piquet 39 laps.

Alboreto, meanwhile, was getting on with the job of hauling in the front runners. Last time we saw him he was lying 8th on lap 33. On lap 36, he was 6th and despite the 36.01s-gap between himself and Lauda, and 22s on Prost, there was still work to be done — to score as many points as possible.

That was just the time when the fantastic chase began as Prost strove hard to get those nine points from Lauda and Alboreto the Frenchman's points. And what a show it was! We've rarely seen Prost so determined as he took the very best out of his McLaren. As he closed in on Lauda, the gap narrowed from 13.08s on lap 39 to 12.04s on lap 40 and 10.74s on lap 44 and by lap 45, the little Frenchman was right under the Lotus's rear wing. It took him two laps to gobble up the black and gold car down the straight leading into Tarzan. Just as well he'd made relatively quick work of disposing of the Brazilian because Alboreto had been inexorably working his way up. He'd got past de Angelis and Swiss Marc Surer whose Brabham engine was down on power as an admission trumpet had split open. Next on the menu was Senna, 26s ahead!

Alain Prost's task of scooping those nine points now appeared possible to accomplish as he began steadily closing in on Lauda. 9.80s on lap 45, 8.27s, 7.17s on lap 51, and 5.68s on lap 53. Alain continued his march forward pinching tenths of seconds here and there, one eye on his signal board to watch Alboreto's advance on Senna. 3.29s on lap 56, 2.51s on lap 57, 1.80s on lap 61, 0.28s on lap 63 and the two red and white cars were as one!

Team manager Ron Dennis had issued no team orders to the effect that Lauda should give up his place so that Prost may score more important championship points. Prost kept close behind Lauda for three laps and on lap 67 he thrust forward in a bid to get past and grab the lead. Niki Lauda, in full possession of all the skills he had acquired over the years, was not going to be pushed out of his spot. Alain's repeated attacks hadn't tired the Austrian in the slightest, there would be no question of "letting" Alain through. If he wanted first place then he'd have to fight for it, just like anyone else. The name of the game is winning! Prost tried again under braking at Tarzan, and then at the Chicane, and everywhere else where there was but the slimmest of chances for him to wrest the lead. Lauda clearly demonstrated that he was not budging. The Austrian put on the finest display of his talents and know-how this year.

60 LAPS

Lauda 1 hour 19m 26.863s; Prost 1 hour 19m 29.487s; Senna 1 hour 28m 00.053s; Alboreto 1 hour 20m 14.000s; de Angelis 1 hour 20m 39.269s; Mansell 59 laps; Brundle 59 laps; Piquet 59 laps; Berger 58 laps; Surer 57 laps.

Prost made another heroic attempt on the penultimate lap. Nothing doing. The wiley Austrian slammed the door in the Frenchman's face which sent Alain reeling and he put a wheel onto the grass. Alain decided to favour caution to action and six points rather than risk Alboreto pocketing three points and him none.

Michele had guided his Ferrari courageously up through the field during the last 20 laps. Despite all the Italian's experience he could not get past Senna, the Brazilian had mounted a formidable defence. In anger and desperation Alboreto even went so far as to rudely knock on the black and gold car's door, bringing the nose of his red car into contact with Senna's right rear wheel. Senna remained stoic and kept his third place, all the more determined.

Rosberg was first off the line when Piquet stalled. Senna and especially Fabi also got off to excellent starts

Prost, Lauda, Senna on the podium. Not everyone's idea of what the winning combination should have been!

LAP BY LAP

F1: DUTCH GP

GRID POS.	7	6	2	12	19	15	5	18	8	1	11	16	26	17	20	27	28	25	22	23	3	4	30	29	9	24
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33	2	1	12	8	11	17	5	27	4	18	3	9	7	24												
34	1	12	2	8	11	17	5	27	4	3	18	9	7	24												
35	1	12	2	8	11	27	17	5	4	3	18	9	7	24												
36	1	12	2	8	11	27	17	5	4	3	9	18	7	24												
37	1	12	2	11	8	27	5	17	4	3	9	18	7	24												
38	1	12	2	11	8	27	5	17	4	3	9	18	7	24												
39	1	12	2	11	8	27	5	4	17	3	9	18	7	24												
40	1	12	2	11	27	8	3	17	5	18	9	7	24	4												
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42	1	12	2	11	27	8	3	5	17	18	9	7	24													
43	1	12	2	11	27	8	3	5	17	18	9	7	24													
44	1	12	2	11	27	8	3	5	17	18	9	7	24													
45	1	12	2	27	11	8	5	3	17	18	7	9	24													
46	1	12	2	27	11	8	5	3	17	18	7	9	24													
47	1	2	12	27	11	5	8	3	17	18	7	9	24													
48	1	2	12	27	11	5	3	8	17	18	7	9	24													
49	1	2	12	27	11	5	3	17	8	18	7	9	24													
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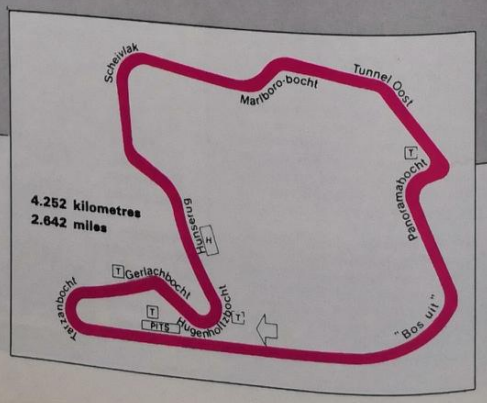
61	1	2	12	27	11	5	3	7	17	8																
62	1	2	12	27	11	5	3	7	17	8																
63	1	2	12	27	11	5	3	7	17	8																
64	1	2	12	27	11	5	3	7	17	8																
65	1	2	12	27	11	5	3	7	17	8																
66	1	2	12	27	11	5	3	7	17																	
67	1	2	12	27	11	5	3	7	17																	
68	1	2	12	27	11	5	3	7	17																	
69	1	2	12	27	11	5	3	7																		
70	1	2	12	27																						

■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
■ Pit stop
■ Retired in the pits
■ Retired on the track

PIT STOPS

Lap 5: **Rothengatter**, plugs.
Lap 6: **Rothengatter**, ignition box.
Lap 7: **Rothengatter**, battery.
Lap 10: **Rothengatter**, plugs.
Lap 15: **Boutsen**, fresh tyre.
Lap 20: **Bellof, De Angelis**, fresh tyres.
Lap 21: **Lauda**, fresh tyres.
Lap 27: **Senna**, fresh tyres.
Lap 32: **Brundle**, fresh tyres.
Lap 33: **Piquet, Alboreto**, fresh tyres.
Lap 34: **Prost**, fresh tyres.
Lap 40: **Mansell, Berger**, fresh tyres.



STATISTICS

DUTCH GRAND PRIX

Round eleven of the 1985 world championship.
Date: August 25, 1985.
Circuit: Zandvoort.
Track Length: 4.252 km/2.6 miles.
Race Distance: 70 laps or 297.640 km/186.02 miles.
Weather: Clear sky with strong winds.
Attendance: 35,000.
Qualifying: 27. **Qualified:** 26. **Starters:** 26.
Finishers: 10. **Classified:** 10.

FOR THE RECORD

First 1985 pole position for Piquet • First 1985 McLaren 1-2 • No normally-aspirated Cosworth engines were entered • Both Tyrrell drivers had an 014/Renault each • Discovery of Toleman's aerodynamic secret • Official announcement made concerning Rosberg's move to McLaren next year and de Cesaris's divorce from Ligier. The Italian will be replaced by Philippe Streiff from France as from Monza •

THEIR FASTEST LAPS

Prost	1m 16.538s	Brundle	1m 19.259s
Lauda	1m 17.054s	Berger	1m 19.294s
Mansell	1m 17.286s	Johansson	1m 19.385s
Tambay	1m 17.335s	Surer	1m 19.400s
Piquet	1m 17.577s	Laffite	1m 19.549s
Alboreto	1m 17.710s	De Cesaris	1m 19.980s
Senna	1m 17.835s	Palmer	1m 20.505s
De Angelis	1m 18.229s	Ghinzani	1m 20.920s
Warwick	1m 18.230s	Alliot	1m 20.928s
Rosberg	1m 18.369s	Rothengatter	1m 23.102s
Boutsen	1m 18.730s	Martini	1m 41.482s
Bellof	1m 18.878s	Cheever	1m 50.408s
Fabi T.	1m 19.043s	Patrese	2m 11.271s

RACE LEADERS

Laps 1-19: Rosberg
Laps 20-33: Prost
Laps 34-70: Lauda

STARTING GRID

Piquet **Brabham-BMW BT54** **1m 11.074s**		Rosberg Williams-Honda FW10 1m 11.647s	
Prost McLaren-TAG MP4 1m 11.801s		Senna Lotus-Renault 97T 1m 11.837s	
Fabi T. Toleman-Hart TG185 1m 12.310s		Tambay Renault RE60B 1m 12.486s	
Mansell Williams-Honda FW10 1m 12.614s		Boutsen Arrows-BMW A8 1m 12.746s	
Surer Brabham-BMW BT54 1m 12.856s		Lauda McLaren-TAG MP4 1m 13.059s	
De Angelis Lotus-Renault 97T 1m 13.078s		Warwick Renault RE60B 1m 13.289s	
Laffite Ligier-Renault JS25 1m 13.435s		Berger Arrows-BMW A8 1m 13.680s	
Ghinzani Toleman-Hart TG185 1m 13.705s		Alboreto Ferrari 156/85 1m 13.725s	
Johansson Ferrari 156/85 1m 13.768s		De Cesaris Ligier-Renault JS25 1m 13.797s	
Patrese Alfa-Romeo 185T 1m 14.240s		Cheever Alfa Romeo 185T 1m 14.912s	
Brundle Tyrrell-Renault 014 1m 14.920s		Bellof Tyrrell-Renault 014 1m 15.236s	
Palmer Zakspeed 85 1m 16.257s		Martini Minardi-Chiti M 185 1m 17.919s	
Alliot RAM-Hart 03 1m 18.525s		Rothengatter Osella-Alfa FA1 1m 19.410s	

Not qualified : Acheson (RAM-Hart 03) 1m 20.429s.

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria and Holland.)

1. Prost	9	0	0	9	4	0	4	9	6	9	6	=	56
2. Alboreto	6	6	0	6	9	4	0	6	9	4	3	=	53
3. De Angelis	4	3	9	4	2	2	2	0	0	2	2	=	30
4. Johansson	0	0	1	0	6	6	3	0	0	3	0	=	19
Senna	0	9	0	0	0	0	0	0	0	6	4	=	19
6. Rosberg	0	0	0	0	3	9	6	0	0	0	0	=	18
7. Lauda	0	0	3	0	0	0	0	2	0	9	=		14
8. Piquet	0	0	0	0	0	1	9	3	0	0	0	=	13
9. Tambay	2	4	4	0	0	0	1	0	0	0	0	=	11
10. Laffite	1	0	0	1	0	0	0	4	4	0	0	=	10
11. Boutsen	0	0	6	0	0	0	0	0	3	0	0	=	9
12. Mansell	0	2	2	0	1	0	0	0	1	0	1	=	7
13. Bellof	-	1	0	0	0	3	0	0	0	0	0	=	4
Warwick	0	0	0	2	0	0	0	2	0	0	0	=	4
15. Arnoux	3	0	-	-	-	-	-	-	-	-	-	=	3
De Cesaris	0	0	0	3	0	0	0	0	0	0	0	=	3
17. Surer	0	0	0	0	0	0	0	1	0	1	0	=	2

PREVIOUS WINNERS

(Last five editions)
1984: **Prost** (McLaren MP4-2)
1983: **Arnoux** (Ferrari 126C3)
1982: **Pironi** (Ferrari 126C2)
1981: **Prost** (Renault RE33)
1980: **Piquet** (Brabham BT49B)

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria and Holland.)

1. Ferrari	9	5	1	6	15	10	3	6	9	7	3	=	75
2. McLaren	9	0	3	9	4	0	4	9	8	9	15	=	70
3. Lotus	4	1	2	9	4	2	2	2	0	0	8	6	=	49
4. Williams	0	2	2	0	4	9	6	0	1	0	1	=	25
5. Renault	2	4	4	2	0	0	1	2	0	0	0	=	15
Brabham	0	0	0	0	0	1	0	4	0	1	0	=	15
7. Ligier	1	0	0	4	0	0	0	4	4	0	0	=	13
8. Arrows	0	0	6	0	0	0	0	0	3	0	0	=	9
9. Tyrrell	0	1	0	0	0	3	0	0	0	0	0	=	4

RETIREMENTS

Lap 2: **Patrese**, turbo. **Cheever**, turbo. **Martini**, accident.
Lap 10: **Johansson**, engine.
Lap 13: **Ghinzani**, injection.
Lap 14: **Palmer**, oil pressure.
Lap 18: **Laffite**, electrics.
Lap 19: **Fabi**, wheel bearings.
Lap 21: **Rosberg**, engine.
Lap 23: **Tambay**, differential.
Lap 26: **de Cesaris**, engine.
Lap 28: **Warwick**, gearbox.
Lap 40: **Bellof**, engine.
Lap 53: **Alliot**, engine.
Lap 55: **Boutsen**, suspension mounting point.
Lap 57: **Rothengatter**, electrics.

FINAL RESULTS

1. Lauda (McLaren-TAG MP4) 70 laps or 297.540 km/186.025 miles in 1 hour 32m 28.263s at an average speed of 193.089 kph/120.680 mph.
2. Prost (McLaren-TAG MP4) 1 hour 32m 29.263s.
3. Senna (Lotus-Renault 97T) 1 hour 33m 17.754s.
4. Alboreto (Ferrari 156/85) 1 hour 33m 18.100s.
5. De Angelis (Lotus Renault 97T) 69 laps.
6. Mansell (Williams-Honda FW10) 69 laps.
7. Brundle (Tyrrell-Renault 014) 69 laps.
8. Piquet (Brabham-BMW BT54) 69 laps.
9. Berger (Arrows-BMW A8) 68 laps.
10. Surer (Brabham-BMW BT54) 65 laps.

Race Lap Record: Prost (McLaren TAG MP4) 1m 16.538s at an average speed of 199.995 kph/124.996 mph.
Previous Record: Arnoux (Renault RE20) 1m 19. 350s at an average speed of 192.907 kph/ 120.566s mph in 1980.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/04 (T: MP4-2B/03)	1m 13.059s	—
2. Prost	McLaren International	McLaren-TAG/MP4-2B/05	1m 11.801s	1m 29.507s
3. Brundle	Tyrrell Ltd	Tyrrell-Renault 014/02	1m 14.920s	1m 32.003s
4. Bellof	Tyrrell Ltd	Tyrrell-Renault 014/01	1m 15.236s	—
5. Mansell	Williams Racing Team	Williams-Honda FW10/06 (T: FW/03)	1m 12.614s	1m 32.740s
6. Rosberg	Williams Racing Team	Williams-Honda FW10/07	1m 11.647s	—
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/7)	1m 11. 074s	—
8. Surer	Brabham MRD	Brabham-BMW BT54/8	1m 12.856s	—
9. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/04 (T: 03/2)	1m 18.525s	1m 36.270s
10. Acheson	RAM Grand Prix Ltd	RAM-Hart 03/03	1m 20.429s	—
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 13.078s	1m 30.123s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/4	1m 11.837s	—
15. Tambay	Equipe Renault Elf	Renault RE60 B/06 (T: RE60B/08)	1m 12.486s	—
16. Warwick	Equipe Renault Elf	Renault RE60 B/05	1m 13.289s	—
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/5)	1m 13.680s	1m 34.857s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 12.746s	—
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: TG 185/03)	1m 12.310s	—
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	1m 13.705s	—
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/2 (T: 185T/1)	1m 14.240s	—
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/3	1m 14.912s	1m 32.572s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T: FA1-G/85-1)	1m 19.410s	1m 38.149s
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/03 (T: JS25/01)	1m 13.797s	1m 34.638s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	1m 13.435s	1m 28.393s
27. Alboreto	Ferrari SpA	Ferrari 156/85-081 (T: 156/85-078)	1m 13.725s	—
28. Johansson	Ferrari SpA	Ferrari 156/85-079	1m 13.768s	1m 32.544s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 (T:002)	1m 17.919s	1m 38.227s
30. Palmer	Zakspeed Rennsport	Zakspeed 85/02 (T: 85/01)	1m 16.257s	1m 34.316s

Kenny Acheson (RAM-Hart 03) DPPI

THE RAM TEAM CALLED ULSTERMAN KENNY ACHESON BACK FROM

HIS JAPANESE F2 ACTIVITIES TO DRIVE THE RAM No 10

ITALIAN GRAND PRIX

PROST PROSELYTES TIFOSI

ALAIN PROST SCORED HIS FIFTH WIN OF THE SEASON AT FERRARI'S HOME CIRCUIT OF MONZA. THE TIFOSI WERE EXPECTING ALBORETO BUT THEY SAW AND WERE CONQUERED BY THE ASTOUNDING FRENCHMAN.

By Patrick Camus

TEAM BY TEAM

MINARDI
No changes had been made to the Motori Moderni-powered cars driven by the young Pier-Luigi Martini.

ZAKSPEED
Following Jonathan Palmer's dramatic accident at the Spa 1000 km (see report pages 64-68) the team did not come to Monza.

LOLA
The much-awaited, much-publicised Lola Hart was present! Two chassis had been built, the THL 1/001 (used for all the private testing sessions) and the 002. The team had gone to Brands for private testing before the Italian round. It looked a bit clumsy and a bit over-sized for a 4-cylinder F1, but it's undoubtedly ready to have the turbo Ford V6 assembled within... Although the streamlining remains highly classical, the work has been done with extreme care.

FERRARI
Pre-race psyche-out bids have always been a strong point with the Scuderia and perhaps that is why Ferrari entered three revised cars for its home Grand Prix. The 156/85 type B chassis had already been sighted at the French round during the first day of testing there. Harvey Postlethwaite's chassis were far from perfect at that point but since then the Englishman has done some hard thinking with regards to the front and rear suspension, rear wings and larger heat intercoolers had been fitted. The 156 B chassis were found to be satisfactory after extensive testing prior to the Italian GP and three chassis were therefore made ready for the race. Johansson had the 083, Alboreto the 085 and 084 for the spare car. Prost must have been impressed!

WILLIAMS
"Monza is a circuit for powerful engines," stated team manager Frank Williams. *"Since our Honda engine is powerful we won't be trying out any new ideas."* There was no doubt that with good overall set-up, both Mansell and Rosberg could hope to finish well. If the Japanese V6 lasted the distance, of course. Since the French round, however, the gremlins have been busy playing havoc. For the record, neither driver has had any critisisms to make about the FW010 chassis!

BRABHAM
Andrea de Cesaris was hoping to be called in to replace either Piquet or Surer at Monza, but the Italian's hopes were dashed. Designer Gordon Murray, the guy in the dark glasses, tried out the Toleman aerodynamic device (see Dutch GP) but with little success as he hadn't the special chassis required on hand.

RAM
Philippe Alliot was given a "phase 3" Hart engine, engineer Brian Hart's latest improved version of his engine. Irishman Kenny Acheson had to make do with a "phase 2". The "phase 3" didn't seem to make that much of a difference...

LOTUS
Three chassis for the Lotus boys: 97T/3 for de Angelis, 4 for Senna and 3 for the spare car. No changes had been made since Zandvoort.
Monza is another ultra quick circuit on the GP calendar. The atmosphere there is always tense with the *tifosi* brandishing their banners deliriously in every square inch they can cram themselves into. Technically, it's a very challenging track. Aerodynamics, chassis and high engine output are all equally important even if chicanes have been added to slow the cars down. The track surface may vary quite considerably from one day to the next according to how much rubber has been laid down. Since the left tyres bear the brunt of the action it's hard rubber to the left and soft to the right.

MCLAREN
Confident after their 1-2 at Zandvoort, no modifications had been made to the McLaren team's cars. There were three MP4/2B chassis (4 for Lauda, 3 for Prost and 5 for the T car). The rear suspension units had been slightly revised at the anchoring point of the lower wishbones by the gearbox. Huge air deflectors also designed to improve on brake cooling had been fitted to the front.

TYRRELL
Martin Brundle had the use of two chassis, the 014/3 and 2, neither of which had been drastically modifed. *"We didn't come to Monza for private testing,"* team manager Ken Tyrrell said. *"We wanted to concentrate on getting ready for the European GP at Brands. We are improving with every race."* Brundle was to have had his car fitted with the "live" TV camera, but the British team's project was upset by Stefan Bellof's fatal accident.

RENAULT
Frenchman Patrick Tambay was the victim of an accident on Friday. The Régie driver was making an audacious move past fellow countryman Jacques Laffite when his wheels rode up and over the cement bordering. A new chassis, the RE60/05, was sent over from Paris during the night in replacement of the wrecked RE60/06. Derek Warwick, as cheerful as ever, had the 03.

ARROWS
Belgium's Thierry Boutsen had the A8/5 chassis, and Austrian Gerhart Berger the 4 whilst the T car was the 18/2. No changes had been made to the British team's cars.

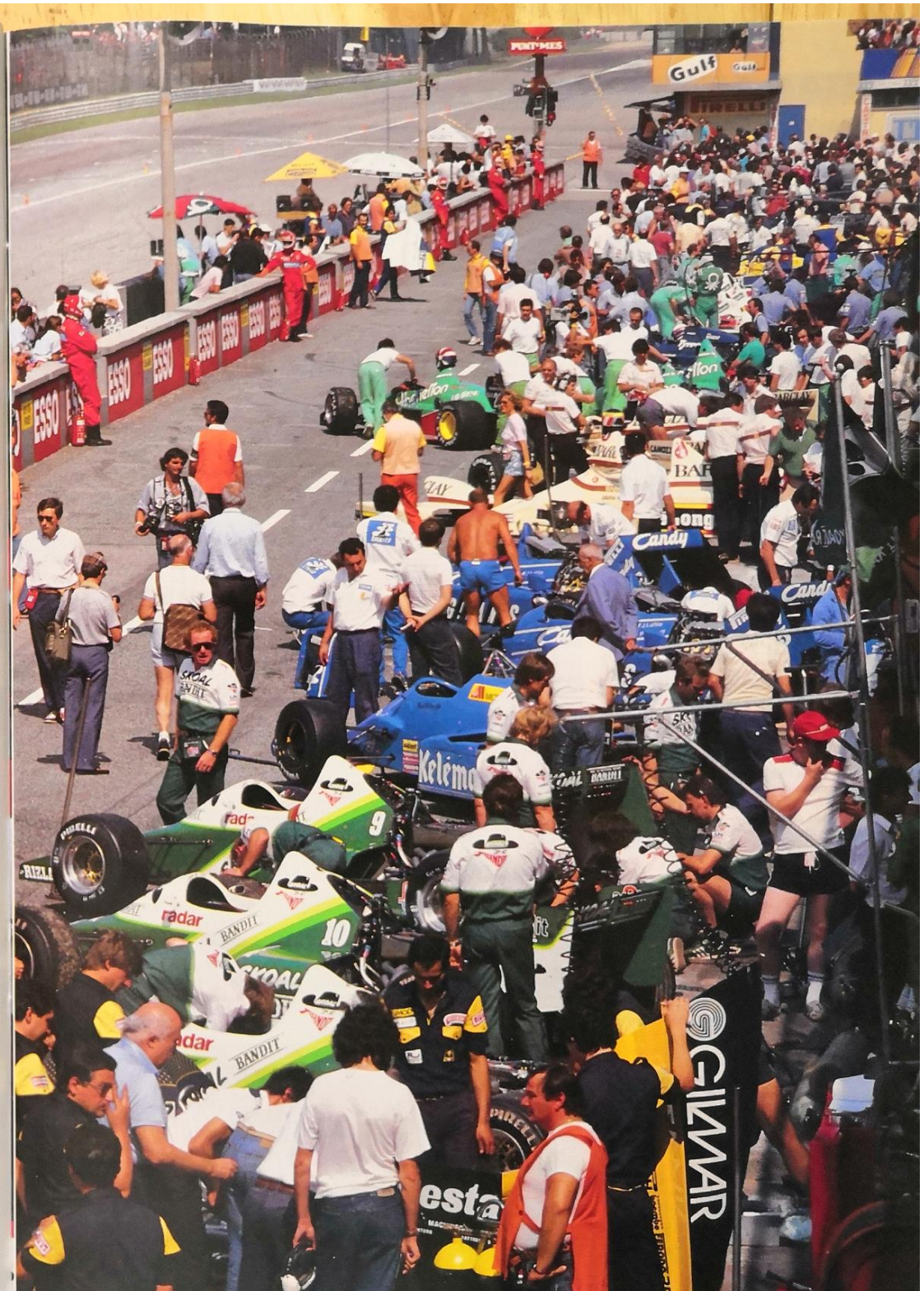
TOLEMAN
Teo Fabi, the fast little Italian, used high boost pressure on his Hart engine but his times were not really significantly lower.

ALFA ROMEO
After the Italian team's double retirement on the opening lap of the Dutch GP, they could only do better for their home round. Important changes had been made, the first of which was the disappearance of the 1985 chassis. Instead, last year's chassis were taken out of storeage and pompously re-named 185T (1 for Cheever, 3 for Patrese and 2 for the T car). A number of aerodynamic improvements were made (at last), such as the fitting of front wind deflectors, waisting of the rear bodywork, lower front portion etc.

OSELLA
Unless miracles really do happen, Little Enzo will not be in F1 next year. Italy is a country notorious for works of wonder, so who knows? The Osellas were fitted with modified rear suspension at the anchoring points. In fact, if the whole truth must be known, Osella almost didn't make it to Monza. The team's cars were confiscated to settle some outstanding debts. Luckily, a solution to the problem was found just in time...

LIGIER
New-comer Philippe Streiff from France had the JS25/03, veteran Laffite the 05 and the 04 was kept for the spare car. No modifications had been made to the French team's cars for this round.

Maiden Grand Prix and 10th place for Frenchman Philippe Streiff.



ANALYSIS

Everyone was expecting the "Monza-type" Ferraris to counteract the McLaren's march forward. But they were unable to. Stefan Johansson fell short of fuel and Alboreto's engine blew for the 18th time this season. During qualifying the Italian team's mechanics touched up the engine lubrification system, the aerodynamics and the engine in a bid to make it competitive against the McLarens. In vain. Michele Alboreto made no secret of his feelings on Sunday morning. *"This race is going to be a long one for me. The McLarens are going well and there's not much I can do to beat them. If all goes well, I hope to score more points than them and if not I'll just have to be satisfied with whatever I get. It's difficult to pinpoint the exact problem. It's more an overall impression. To resume, we can't make the best of the tyres which means the car's not handling as it should be."*

PROST: "KEKE WAS UNBEATABLE. YES, UNBEATABLE! HIS CAR WAS EXTRAORDINARY!"

On Sunday evening, Michele was tight-lipped, obviously a very disappointed man. His race had been regular but not outstandingly fast, especially for one in quest of a championship title. The engine blew the lap after Michele's fastest race lap. Does this mean that the V6 couldn't withstand the higher boost pressure? *"I've lost all hope now of beating Prost,"* he said dejectedly. *"But while there is hope, there is life and I can still try. We were hoping to improve here, but we didn't."*

Ferrari engineer Tomaïni went one further and admitted, *"That was our worst GP of the season. And we still don't really know why."*

Alboreto was conceding 12 points to rival Alain Prost when the circus went to Belgium. *"With a car like he's got, I don't really see how he can hope to become World Champion this year!"*

Johansson ran out of fuel and he was perplexed. *"When the car stopped, my onboard computer indicated that I still had 4.5 litres left in the tank. The electronics must have gone wonky."*

Imagine the Commendatore's eyes glowing with anger as he watched it all happen on the screen. Who else is going to get the axe?

So the French have now got their provisional championship leader. Will he finally get the title he's come so close to two years running? Remember he lost the championship for Renault in 1983 by two points to Nelson Piquet and then by only half a point last year to team mate Niki Lauda. Psychologically, Prost's victory at Monza was an important step forward. When Rosberg led the race, Prost let him gallop off and did not speed up his pace to catch him. When Rosberg retook the lead at a later point, he did not attempt to fight back. Alboreto was, after all, not in the points at that stage, and six points would be enough to ensure a substantial safety margin. *"Keke,"* the impish Frenchman declared, *"was unbeatable. Yes, unbeatable. His car was extraordinary! I would never have believed his car would hold out for so long, especially in view of this challenging circuit and the pace he had set himself. I decided that I'd let him go and settle for 2nd position."*

Did he ever think that Alboreto or Lauda might challenge him? *"No, I didn't. Alboreto was 8th for a long time and his highest position was 5th. He was never really dangerous. I can't say that I even got a kick out of lapping him."*

A twelve-point lead and a comfortable safety margin in the fight to the crown. *"True, but it's not over yet. Some circuits are better for Ferrari than for us. I'm pleased with this win because it proves that the McLaren is still superior to the Ferrari. I don't know what they're going to do to make their cars more competitive before the end of the season. Neither of them finished here. I'm feeling optimistic. If I play my cards carefully, it should be possible..."*

Didn't Alain feel that his win meant a bit more in view of his unpopularity with the Italians at Monza? *"I was feeling quite relaxed before the race. More so than usual, actually. It was a case of double or quits with Ferrari. Either they were going to shine, or they weren't. I must admit that I was apprehensive about the tifosi. ut it's OK now. This win proves that they were wrong and although they weren't cheering me, they didn't booh me either. It turned out OK."*

Prost, unlike Alboreto, did not have to pit stop for fresh tyres. He had asked for four hard B tyres all round.

Another disheartened man was Keke Rosberg. *"I'll never forget this race,"* he snapped, *"it was almost perfect."*

Team Lotus' drivers both finished in the points and a few laps more would have seen de Angelis take Senna for third. *"My car was fantastic,"* said the Roman enthusiastically. *"Just after the half-way point, I realised that the fuel consumption wasn't right. I turned down the boost and fifteen laps from the end, I eased up on the throttle. Perhaps it was something to do with the injection system going wrong."*

QUALIFYING

On Friday morning an impressive 30,000 wildly excited *tifosi* had already turned up to watch rehearsals for Sunday's show. The attendance figure wasn't much higher the next day for the simple reason that a grandstand seat ticket was selling for £100 on both Saturday and Sunday. So, for Friday, a general admission ticket sufficed to get into the main grandstand. It was packed tight with madly gesticulating fans come to watch Ferrari. It didn't matter whether Alboreto, Johansson or Jo Bloggs was driving. They just wanted to see Ferrari's name at the top of the leaderboard!

Ferrari's progress during qualifying was audible as the crowd yelled their pleasure or displeasure. Prost was a pretty anxious man. For some reason he has never been popular in Italy, and at Monza he was even less so, since he was leading Ferrari's hero Alboreto in the provisional championship points table.

Yells and boohs were numerous during the first timed session of the three-day weekend. Alboreto's race engine had blown during the morning and he had to make do with the spare car to score his first qualifying time. He was 6th.

Team mate Johansson from Sweden couldn't do better than 1m 29.011s on relatively hard tyres and his engine failed just as he was about to go for a good time. Ferrari's recruit was 14th on the provisional grid.

Things weren't really too bad for the Italian fans. Prost hadn't been able to do better than 7th. 0.02s were all that separated the two championship protagonists. But, it was light years in the eyes of the *tifosi*!

Rosberg (Williams No 6) and Senna (Lotus) in their wheel to wheel clash at the first turn (below). Rosberg dives in front of the Brazilian, forcing him wide and onto the dirt (above). Alboreto (Ferrari No 27) locks up his wheels to avoid spiking de Angelis (Lotus No 11) as he turns in (above and below right)

PROST: "I DOUBT THAT FERRARI WILL HAVE IMPROVED SUBSTANTIALLY BEFORE THE END OF THE SEASON. YOU CAN'T REBUILD A F1 IN A WEEKEND"

Ferrari had come to Monza with revised 156B chassis. *"I didn't do as well as I had hoped with regards the results obtained during private testing here. When I went out on soft tyres, the engine was down on power. It was a problem with the wastegate valve. The car itself feels much better here. It doesn't jump around so much on the bumps,"* explained a disappointed Alboreto.

As for Prost, he was realistic about his time: *"I couldn't really have expected to do any better since we still don't have qualifying engines. Today, I had a number of problems to deal with. The spare car chassis was set up perfectly but the engine wasn't quite right. We feel it's more important to concentrate on the race rather than a good place on the grid. And, to tell the truth, I'm feeling very confident. Especially since Ferrari haven't done as well as everyone was expecting. And I doubt they will have improved substantially before the end of the season. You can't rebuild a F1 in a weekend!"* Right on!

Fastest that day was Nelson Piquet, with

Rosberg, Mansell, Senna and de Angelis behind. Williams team manager, Frank Williams, was grinning from ear to ear. The three fastest men were, after all, his own drivers and the services of the fastest had already been secured for next season! Nelson Piquet put in an extremely quick time of 1m 25.679s, smashing his own pole position time from last year by almost 0.5s! Top speed was recorded at an impressive 334.115 kmh/208.82 mph. And he swore to do better the next day! *"The gearbox went on my first set of Q tyres and on my second run, on the same tyres. I was on lower boost than usually used during qualifying."*
He must have had a good 1250 bhp at hand to put in a performance of that calibre... *"Of course, I realise that I won't have the same fantastic engine for the race. The BMW race engine is still excellent but the chassis can't stand the strain with full tanks. It lacks in stability."*

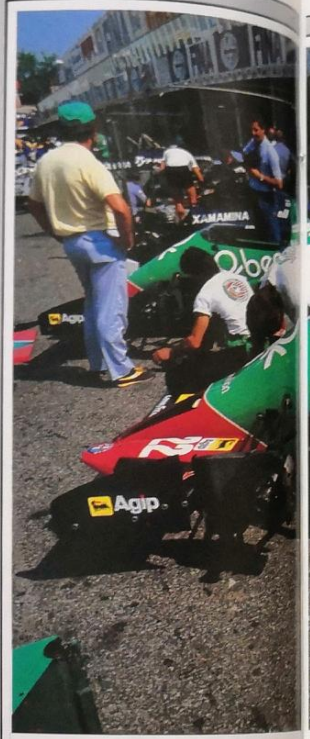
PIQUET: "I WAS USING LOWER BOOST THAN USUALLY NEEDED DURING QUALIFYING"

De Angelis complained that his Renault-engined Lotus was down on power whereas Brazil's Ayrton Senna was on his first visit to Monza which justified his "modest" 4th fastest time. Last year, he had been "suspended" from racing at the Italian round by the Toleman team. *"This year,"* he told Lotus manager Peter Warr, *"I've raced on a few circuits I hadn't been to before and I managed to learn them quickly. Here, I am having difficulty remembering the turns."*

Senna's memory must have been working overtime on Friday evening for on Saturday, Senna the sensational, crushed his closest rival with a breathtaking 1m 25.084s! And his Lotus was 12 mph slower than the Brabham on top speed. *"My car is still understeering a bit,"* confessed Ayrton. *"I felt the front wheels sliding going into Lesmo. I hit the curbing and then the grass before getting back on the track, my wheels covered in dirt. I'm sure I could have been faster..."*
Piquet, Rosberg and Mansell were held up by problems of one kind or another. The Finn felt his hair stand on end when the brakes went just as he got to the tricky Parabolica. *"The pedal just stayed stuck to the floorboard. I pushed the gear lever down into 3rd to slow the car. The engine must have been doing a good 20.000 rpm! I got the car in one piece to the pits!"* Piquet's engine went on his flying lap.
Alain Prost had got the crowds booing noisily when he put in a faster lap than either of the Ferrari drivers. *"I'm going to plan my race on Alboreto's progress, not on those in front of me,"* Alain Prost said looking quite happy.
Britain's Derek Warwick seemed to be satisfied with his 12th time which put him on the outside of Belgian's Thierry Boutsen. Martin Brundle, obviously still upset at the tragic death of Stefan Bellof was the only man driving for the Tyrrell team and he was on the 9th row, just behind Lauda and in front of the two Ligiers. Andrea de Cesaris had been replaced by F3000 participant Philippe Streiff and the tall lanky Frenchman was marginally quicker than team mate Laffite. Alan Jones, the former Australian world champion was at the wheel of the Lola Beatrice on its maiden-race. He qualified it on the last row, on the inside of Philippe Alliot in the RAM. The Frenchman's new team mate, Kenny Acheson was sitting just in front. ■

Alboreto (Ferrari No 27) had a disheartening race in the new Ferrari

THE RACE



The knit-wear company's cars get some careful attention. More is needed...

As the cars took their places on the grid to the cheers, whistles and boohs of the fervent spectators come to encourage Ferrari, the McLaren mechanics held out a board reading 1/Prost 2/Lauda 3/Alboreto 4/Johansson. A bold move indeed in light of the anti-Prost feeling amongst the *tifosi*. Ferrari retaliated with an Albo/Johan/Prost... board, resulting in even louder roars of applause from opposite the pits.

10 LAPS

Rosberg 15m 20.406s; Prost 15m 29.283s; De Angelis 15m 38.064s; Senna 15m 39.305s; Piquet 15m 42.246s; Alboreto 15m 45.04·s; Lauda 15m 46.103s; Tambay 15m 51.478s; Johansson 15m 52.492s; Surer 15m 53.430s; Boutsen 16m 01.156s; Brundle 16m 14.298s; Laffite 16m 14.998s; Streiff 16m 16.586s; Alliot 16m 29.022s; Warwick 9 laps; Fabi 9 laps; Rothengatter 9 laps; Berger 9 laps; Patrese 9 laps; Mansell 9 laps; Jones 6 laps; Cheever 3 laps.

The sky was veiled by a thin uniform layer of cloud. It was hot and stuffy. Senna and Rosberg led the stampede off the line and arrived neck and neck into the chicane. Neither man was going to let the other through. The Williams finally barged its way past first and the Brazilian bit the dirt. A huge cloud of dust billowed out behind the Lotus and Mansell and Prost dived past to latch themselves on to Rosberg. Back on the starting grid, Ghinzani was still sitting tight, his engine dead. Martini's turbo had blown and flames were beginning to lick the backside of his yellow and blue Minardi. Kenny Acheson in the RAM had stalled. The Ulsterman finally got going, only to retire two laps later with a busted gearbox.
As the pack came pounding down the pits straight for the second time, Rosberg and Mansell had already extended some daylight between themselves and Prost and Senna, jousting hard, in turn followed by de Angelis, Alboreto, Piquet, Tambay, Johansson and Warwick.

30 LAPS

Prost 45m 42.864s; Rosberg 45m 56.674s; De Angelis 46m 28.418s; Senna 46m 29.314s; Johansson 46m 43.923s; Surer 46m 44.608s; Piquet 46m 47.249s; Alboreto 47m 09.267s; Lauda 47m 10.476s; Tambay 29 laps; Laffite 29 laps; Brundle 29 laps; Streiff 29 laps; Boutsen 29 laps; Mansell 28 laps; Patrese 27 laps; Fabi 27 laps.

Soon the pack settled down into two-train combinations, Rosberg/Mansell, Senna/de Angelis, Alboreto/Piquet, Tambay/Johansson, with the exception of Prost who was motoring along on his lonesome ownsome, without being able to gain on the leading pair. On lap 2, he was conceding 5.34s and on lap 3, 6.60s.
Trouble struck Mansell next time round. His Japanese V6 was misfiring badly. It was back to the pits for the Isle of Man dweller where the trouble was quickly traced to the electronic box, duely changed. He rejoined the field in 22nd position. Prost inherited the Briton's 2nd place, 7.20s behind the leading Finn. Behind, the Lotus pair were embroiled in a dice for 3rd. De Angelis got the better of Senna on lap 5 and stayed three or four lengths ahead until lap 30. Keke Rosberg was steadily building up a substantial lead and Prost let him go. After all, Alboreto was behind in 5th, and not looking too comfortable either. Nelson Piquet launched his attack on the Italian's red car on lap 5 and was past by lap 7. And then it was the turn of a very efficient Niki Lauda. The Austrian was 16th on the grid and 18th on the opening lap, 13th on lap 3 and 8th on lap 7. Highly determined and fired with fresh enthusiasm, he made light work of Tambay and then Alboreto on lap 11, pushing Alboreto down into 6th. Lauda then set his sights on team mate Prost, an impressive 18s ahead. Nothing ventured, nothing gained, as they say and Lauda forged his way up to and then past Senna on lap 15. De Angelis was next to be bumped down the order on lap 17. And the Rat was lying 3rd, 31.11s shy of the leading Finn, with stable mate Prost conceding 11.08s to the yellow and white car.

By the time the field had thundered down pit straight for the 21st time, Rosberg looked to be ailing — a crankshaft perhaps? No, the tyres. Rosberg dived in and out of the pits on lap 28 for a lightning wheel change and rejoined the race 13.20s behind provisional championship and race leader, Alain Prost. Others stopped for fresh tyres, including Lauda who also had to get his front left wing changed when its mounting snapped. It took the McLaren team 27.07s to repair the damage which sent the Austrian plummeting down the order and into 10th. There was to be no spectacular carve up the field. Chronic vibration problems were the cause of Lauda retiring on lap 34.
National hero Michele Alboreto also had to stop for a fresh set of tyres on lap 27 and despite his spending a mere 10.13s in the Ferrari pits he lost his 5th place to become 8th.
The standing order on lap 28 was, Prost, Rosberg, (conceding 17.07s), de Angelis, shadowed still by Senna (46.22s), Johansson and Surer (1m 01.68s), Piquet (1m 06.91s) and then Alboreto (1m 28.12s) — which must have been a relief for Prost knowing that his rival was so far back and obviously handicapped by his Ferrari not giving of its best. Prost, therefore, eased up the pace. Rosberg was not an immediate threat to his place in the championship, the gap between the two men narrowed as Rosberg reeled in the leading car. 11.97s on lap 32, 9.94s on lap 34, 4.49s on lap 37 and on lap 40 the McLaren was engulfed by the Finn —much to the delight of the *tifosi*. Rosberg streaked ahead, building up a 2s-cushion and put in his fastest lap in the process. Fate decided that Rosberg would not stay ahead, or win. His Honda engine blew on lap 44 and Prost was back in the lead for 9 points.
Playing safe, the little Frenchman slowed down. Neither de Angelis nor Senna were in his wake, it was the Brazilian Nelson Piquet, who had hauled himself up and onto the fresh trail of the red and white car, 51.63s behind. Other Brazilian, the prodigious Ayrton Senna was powering along in 3rd place for another place on the rostrum, 1m behind Prost. Swiss Marc Surer just missed the podium by 0.3s. A bitter pill to swallow. Johansson ran out fuel just after he had bravely got the better of de Angelis. But thanks to the peculiar nature of the rules, the Swede was classified.

50 LAPS

Prost 1 hour 16m 20.875s; 2. Piquet 1 hour 17m 16.230s; 3. Senna 1 hour 17m 27.148s; 4. Surer 1 hour 17m 28.110s; 5. Johansson 1 hour 17m 56.687s; 6. De Angelis 1 hour 16m 52.357s; 7. Tambay 49 laps; Brundle 49 laps; 9. Boutsen 1 hour 17m 39.520s; 10. Streiff 48 laps; 11. Mansell 47 laps; Fabi 46 laps.

So, what about Alboreto in all this? What had happened to Prost's arch-rival to the series crown? He'd been in and out of the pits for a full wheel change and had rejoined the pack in 8th position. He then inherited 7th place when his blond team mate pitstopped for fresh rubber and took 6th place from de Angelis (almost out of fuel), on lap 43. As a result of Rosberg's retirement on lap 45, the Italian plopped into 5th position for two points. It was tough luck that day at Monza for Alboreto. On lap 46 he was back in the pits with engine failure. It's doubtful whether those two points would have made much difference to his chances to the title against Prost's nine which gave the man with the crooked nose a comfortable 12-point lead before going on to the Belgium round.

LAP BY LAP

F1: ITALIAN GP

GRID POS.	12	6	5	7	2	11	27	15	8	28	17	16	22	18	19	1	23	3	25	26	20	24	29	10	33	9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Lap 1	6	5	12	2	11	27	7	15	28	16	8	22	18	23	3	33	19	1	17	25	26	9	24	10		
2	6	5	12	2	11	27	7	15	28	16	8	22	18	23	1	3	19	25	26	9	24	17	33	10		
3	6	5	2	12	11	27	7	15	28	16	8	18	1	23	22	19	3	25	26	9	24	17	33	5	23	
4	6	2	12	11	27	7	15	28	16	8	1	18	22	19	3	25	26	9	24	17	33	5				
5	6	2	11	12	27	7	15	28	16	8	1	18	22	19	3	26	25	9	24	17	33	5				
6	6	2	11	12	27	7	15	28	16	1	8	18	22	3	19	26	25	9	24	17	5	33				
7	6	2	11	12	7	27	15	1	28	16	8	18	22	3	19	26	25	9	24	17	5					
8	6	2	11	12	7	27	1	15	28	8	16	18	22	3	26	19	25	9	24	17	22	5				
9	6	2	11	12	7	27	1	15	28	8	16	18	3	26	19	25	9	24	17	22	5					
10	6	2	11	12	7	27	1	15	28	8	18	3	26	25	9	24	19	17	22	5	16					
11	6	2	11	12	7	1	27	15	28	8	18	3	26	25	9	24	17	5	22	19						
12	6	2	11	12	1	27	15	28	8	18	7	26	3	25	9	24	17	5	22	19						
13	6	2	11	12	1	27	15	28	8	18	7	26	3	25	9	24	17	5	22	19						
14	6	2	11	12	1	27	28	15	8	18	7	26	3	25	9	24	5	22	19	17						
15	6	2	11	1	12	27	28	8	15	18	7	26	3	25	9	24	5	22	19							
16	6	2	11	1	12	27	28	8	15	18	7	26	3	25	9	24	5	22	19							
17	6	2	1	11	12	27	28	8	15	7	18	26	3	25	9	24	5	22	19							
18	6	2	1	11	12	27	28	8	15	7	18	26	3	25	9	24	5	22	19							
19	6	2	1	11	12	27	28	8	15	7	18	26	3	25	9	24	5	22	19							
20	6	2	1	11	12	27	28	8	15	7	18	26	3	25	24	5	22	19	9							
21	6	2	1	11	12	27	28	8	7	15	18	26	3	25	24	5	22	19								
22	6	2	1	11	12	27	28	8	7	15	26	3	25	18	5	24	22	19								
23	6	2	1	11	12	27	28	8	7	15	26	3	25	18	5	24	22	19								
24	6	2	1	11	12	27	28	8	7	15	26	3	25	18	5	24	22	19								
25	6	2	1	11	12	27	28	8	7	15	26	3	25	18	5	24	22	19								
26	6	2	11	12	27	28	8	7	15	1	26	3	25	18	5	22	19	24								
27	6	2	11	12	28	8	7	27	15	1	26	3	25	18	5	22	19	24								
28	2	6	11	12	28	8	7	27	15	1	26	3	25	18	5	22	19									
29	2	6	11	12	28	8	7	27	1	15	26	3	25	18	5	22	19									
30	2	6	11	12	28	8	7	27	1	26	3	15	18	25	5	22	19									
31	2	6	12	11	28	8	7	27	1	26	3	15	18	25	5	22	19									
32	2	6	12	11	28	7	8	27	1	26	3	15	18	25	5	19	22									
33	2	6	12	11	28	7	8	27	1	26	3	15	18	25	5	19										
34	2	6	12	11	7	28	8	27	26	3	15	18	25	5	19	1										
35	2	6	12	11	7	28	8	27	26	3	15	18	25	5	19											
36	2	6	12	11	7	28	8	27	26	3	15	18	25	5	19											
37	2	6	12	11	7	8	27	28	26	3	15	18	25	5	19											
38	2	6	12	7	11	8	27	28	26	3	15	18	25	5	19											
39	2	6	12	7	11	8	27	28	26	3	15	18	25	5	19											
40	2	6	12	7	8	11	27	28	26	3	15	18	25	5	19											
41	2	6	7	12	8	11	27	28	15	3	18	25	5	19	26											
42	2	6	7	12	8	11	27	28	15	3	18	25	5	19												
43	2	6	7	12	8	27	11	28	15	3	18	25	5	19												
44	2	6	7	12	8	27	11	28	15	3	18	25	5	19												
45	2	7	12	8	27	11	28	15	3	18	5	25	19													
46	2	7	12	8	28	11	15	3	18	5	25	19	6													
47	2	7	12	8	28	11	15	3	5	18	25	19														
48	2	7	12	8	28	11	15	3	18	25	5	19														
49	2	7	12	8	28	11	15	3	18	25	19															
50	2	7	12	8	28	11	15	3	18																	
51	2	7	12	8	28																					

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pit stop
■ Retired in the pits
■ Retired on the track

RETIREMENTS

Start: **Ghinzani**, engine. **Martini**, turbo.
Lap 3: **Acheson**, gearbox.
Lap 4: **Cheever**, turbo.
Lap 7: **Jones**, engine.
Lap 10: **Warwick**, transmission.
Lap 14: **Berger**, differential.
Lap 20: **Alliot**, engine.
Lap 27: **Rothengatter**, engine.
Lap 31: **Patrese**, exhaust.
Lap 34: **Lauda**, vibrations.
Lap 41: **Laffite**, overheating.
Lap 46: **Alboreto**, engine.
Lap 48: **Mansell**, engine. **Fabi**, electronics.
Lap 51: **Johansson**, out of fuel.

PIT STOPS

Lap 4: **Mansell**, changed electronic box.
Lap 9: **Patrese**, puncture.
Lap 10: **Fabi**, check electronics.
Lap 12: **Piquet**, fresh tyres.
Lap 18: **Patrese**, fresh tyres.
Lap 22: **Boutsen**, fresh tyres.
Lap 26: **Lauda**, changed front left wing.
Lap 27: **Alboreto**, fresh tyres.
Lap 28: **Rosberg**, fresh tyres.
Lap 29: **Mansell**, fresh tyres.
Lap 30: **Tambay**, fresh tyres.
Lap 37: **Johansson**, fresh tyres.

Previous record: Lauda (McLaren MP4-2) 1m 31.912s at an average speed of 227.173 kph.

STATISTICS

ITALIAN GRAND PRIX

Round twelve of the 1985 World Championship.
Date: September 8, 1985.
Circuit: Monza.
Track Length: 5,80 km/3.604 miles.
Race Distance: 51 laps or 295.800 km/186.75 miles
Weather: Hot and stuffy.
Attendance: 150,000.
Qualifying: 26; **Qualified:** 26; **Starters:** 24; **Finishers:** 11; **Classified:** 13.

FOR THE RECORD

Ferrari and Alfa Romeo entered two revised cars. First Grand Prix for Philippe Streiff. The Frenchman was taken on by the Ligier team to replace Andrea de Cesaris ● Maiden Grand Prix for the Lola-Hart, driven by former World Champion Alan Jones ● Zakspeed were not present following driver Jonathan Palmer's nasty accident at the Spa 1000 km ● There was only one Tyrrell-Renault following the tragic death of Stefan Bellof at the Spa 1000 km ● Prost's win established the McLaren team as leaders in the constructors' championship.

PREVIOUS WINNERS

(Last five editions)
1984: **Lauda** (Mc-Laren MP4-2)
1983: **Piquet** (Brabham BT 52B)
1982: **Arnoux** (Renault RE 30B)
1981: **Prost** (Renault RE 33)
1980: **Piquet** (Brabham BT 49) Imola

STARTING GRID

Senna **Lotus-Renault** **1m 25.08s**	Rosberg Williams-Honda 1m 25.23s
Mansell Williams-Honda 1m 25.48s	Piquet Brabham-BMW 1m 25.58s
Prost McLaren-TAG 1m 25.79s	De Angelis Lotus-Renault 1m 26.04s
Alboreto Ferrari 1m 26.46s	Tambay Renault 1m 27.02s
Surer Brabham-BMW 1m 27.15s	Johansson Ferrari 1m 27.47s
Berger Arrows-BMW 1m 27.72s	Warwick Renault 1m 28.11s
Patrese Alfa Romeo 1m 28.34s	Boutsen Arrows-BMW 1m 28.36s
Fabi Toleman-Hart 1m 28.38s	Lauda McLaren-TAG 1m 28.47s
Cheever Alfa-Romeo 1m 28.62s	Brundle Tyrrell-Renault 1m 28.79s
Streiff Ligier-Renault 1m 29.83s	Laffite Ligier-Renault 1m 30.18s
Ghinzani Toleman-Hart 1m 31.52s	Rothengatter Osella 1m 35.52s
Martini Minardi-MM 1m 33.98s	Acheson RAM-Hart 1m 34.91s
Jones Lola-Hart 1m 34.94s	Alliot RAM-Hart 1m 36.22s

DRIVERS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland and Italy).

1. Prost	**9**	**0**	**0**	**9**	**4**	**0**	**4**	**9**	**6**	**9**	**6**	**9**	=	**65**
2. Alboreto	6	6	0	6	9	4	0	6	9	4	3	0	=	53
3. De Angelis	4	3	9	4	2	2	2	0	0	2	2	1	=	31
4. Senna	0	9	0	0	0	0	0	0	0	6	4	4	=	23
5. Johansson	0	0	1	0	6	6	3	0	0	3	0	2	=	21
6. Piquet	0	0	0	0	0	1	9	3	0	0	0	6	=	19
7. Rosberg	0	0	0	0	3	9	6	0	0	0	0	0	=	18
8. Lauda	0	0	3	0	0	0	0	0	2	0	9	0	=	14
9. Tambay	2	4	4	0	0	0	1	0	0	0	0	0	=	11
10 Laffite	1	0	0	1	0	0	0	4	4	0	0	0	=	10
11. Boutsen	0	0	6	0	0	0	0	0	3	0	0	0	=	9
12. Mansell	0	2	2	0	1	0	0	0	1	0	1	0	=	7
13. Surer	0	0	0	0	0	0	0	1	0	1	0	3	=	5
14. Bellof	-	1	0	0	0	3	0	0	0	0	0	-	=	4
Warwick	0	0	0	2	0	0	0	2	0	0	0	0	=	4
16. Arnoux	3	0	-	-	-	-	-	-	-	-	-	-	=	3
De Cesaris	0	0	0	3	0	0	0	0	0	0	0	0	=	3

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland and Italy).

1. McLaren	**9**	**0**	**3**	**9**	**4**	**0**	**4**	**9**	**8**	**9**	**15**	**9**	=	**79**
2. Ferrari	9	5	1	6	15	10	3	6	9	7	3	2	=	77
3. Lotus	4	12	9	4	2	2	2	0	0	8	6	5	=	54
4. Williams	0	2	2	0	4	9	6	0	1	0	1	0	=	25
5. Brabham	0	0	0	0	0	1	9	4	0	1	0	9	=	24
6. Renault	2	4	4	2	0	0	1	2	0	0	0	0	=	14
7. Ligier	1	0	0	4	0	0	0	4	4	0	0	0	=	13
8. Arrows	0	0	6	0	0	0	0	0	3	0	0	0	=	9
9. Tyrrell	0	1	0	0	0	3	0	0	0	0	0	0	=	4

THEIR FASTEST LAPS

Mansell	1m 28.283s	Boutsen	1m 32.820s
Rosberg	1m 28.421s	Warwick	1m 33.330s
Prost	1m 29.714s	Brundle	1m 33.418s
Lauda	1m 29.998s	Streiff	1m 33.575s
Alboreto	1m 30.163s	Fabi T.	1m 33.864s
Piquet	1m 30.436s	Patrese	1m 34.784s
Johansson	1m 30.795s	Alliot	1m 35.308s
Surer	1m 30.935s	Cheever	1m 36.311s
Senna	1m 31.703s	Berger	1m 36.425s
Tambay	1m 31.745s	Jones	1m 36.536s
De Angelis	1m 31.896s	Rothengatter	1m 38.585s
Laffite	1m 32.448s	Acheson	2m 14.092s

SUCCESSIVE LEADERS

Laps 1-28: **Rosberg**
Laps 29-39: **Prost**
Laps 40-44: **Rosberg**
Laps 45-51: **Prost**

RESULTS

1. Alain Prost (McLaren-TAG Porsche) 51 laps or 298.800 km/186.75 miles in 1 hour 17m 59.45s, at an average speed of 227.565 kph/ 142.228 mph.
2. Piquet (Brabham-BMW) 1 hour 18m 51.08s.
3. Senna (Lotus Renault) 1 hour 18m 59.841s.
4. Surer (Brabham-BMW) 1 hour 19m 00.06s.
5. Johansson (Ferrari) 50 laps.
6. De Angelis (Lotus-Renault) 50 laps.
7. Tambay (Renault) 50 laps.
8. Brundle (Tyrrell-Renault) 50 laps.
9. Boutsen (Arrows-BMW) 50 laps.
10. Streiff (Ligier-Renault) 49 laps.
11. Mansell (Williams-Honda) 47 laps.
12. Fabi (Toleman-Hart) 47 laps.

Track and Race Lap Record: Mansell (Williams-Honda) 1m 28.28s at an average speed of 236.512 kph/147.82 mph.
Previous Record: Lauda (McLaren MP4-2) 1m 31.912s at an average speed of 227.173 mph.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/4 (T/MP4-2B/5)	**1m 28.472s**	1m 28.949s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/3	1m 27.576s	1m 25.790s
3. Brundle	Tyrrell Ltd	Tyrrell-Renault 014/03 (T: 014/2)	1m 33.503s	1m 28.793s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/06 (T: FW 03)	1m 26.960s	1m 25.486s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/07	1m 26.161s	1m 25.230s
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/7)	1m 25.679s	1m 25.584s
8. Surer	Brabham MRD	Brabham-BMW T854/8	1m 27.799s	1m 27.153s
9. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/04 (T: 03/2)	**1m 36.221s**	1m 37.664s
10. Acheson	RAM Grand Prix Ltd	RAM-Hart 03/03	**1m 34.919s**	1m 38.325s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 27.098s	1m 26.044s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/4	1m 27.009s	1m 25.084s
15. Tambay	Equipe Renault Elf	Renault RE60/06 (T: RE60B/08)	1m 28.578s	1m 27.020s
16. Warwick	Equipe Renault Elf	Renault RE60/03 (T: RE60/05)	1m 28.119s	1m 28.112s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/5)	1m 27.746s	1m 27.723s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	**1m 28.369s**	1m 28.760s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: 185/03)	1m 29.050s	**1m 28.386s**
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	**1m 30.271s**	1m 31.449s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/3 (T: 185T/2)	1m 29.068s	**1m 28.340s**
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/1	1m 29.298s	**1m 28.629s**
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T: FA1-G/85-1)	**1m 33.429s**	1m 37.664
25. Streiff	Ligier Sport	Ligier-Renault JS25/03 (T: JS25/04)	1m 31.727s	**1m 29.839s**
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	**1m 30.186s**	1m 30.376s
27. Alboreto	Ferrari SpA	Ferrari 156B/85-085 (T: 156/85-084)	1m 27.552s	**1m 26.468s**
28. Johansson	Ferrari SpA	Ferrari 156B/85-085	1m 29.011s	**1m 27.473s**
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 (T: 002)	1m 35.770s	**1m 35.702s**
33. Jones	Force	Lola-Hart THL 1/001 (THL: 1/002)	**1m 34.943s**	1m 45.823s

SUPER SENNA, POLE POSITION MAN OF THE YEAR DI... AIN AT

MONZA, AND FINISHED 3RD.

Ayrton Senna (Lotus) DPPI

SENNA TAKES SPA BY STORM!

AYRTON SENNA, THE ACROBATIC SPECIALIST OF TREACHEROUS TRACKS, CONFIRMED HIS REPUTATION IN IMPRESSIVE STYLE. A DELIBERATE ALAIN PROST FINISHED THIRD AND IS NOW KNOCKING ON HEAVEN'S DOOR FOR THE WORLD CHAMPIONSHIP TITLE WITH A 16-POINT LEAD.

by Patrick Camus

With the cramming of four Grands Prix into five weekends as directed by a particularly unsympathetic FISA, the bright and cheerful greetings amongst paddock mates had developed into grunts and groans. Most teams had packed their bags on the Monday after Monza and were settling in for another Belgian GP the next morning. With a schedule like that to adhere to, it was hardly surprising to find that few changes had been made to the cars. The June attempt of staging the GP was postponed because of the track breaking up during the first day of practice. The Lola Beatrice team were obliged to give the Spa-Francorchamps circuit a miss since they hadn't taken part in the Belgian race on the original date.

LIGIER, TYRRELL, RENAULT, ALFA ROMEO AND TOLEMAN
No modifications had been made to the cars between Monza and Spa-Francorchamps.

MINARDI
Two chassis were available for driver Pierluigi Martini but the team had not made any important changes. The reason behind a small fire breaking out at the start to the Monza GP was traced to a faulty fuel pump hose.

LOTUS
New parts were flown over from the team's Norfolk base to replace those damaged at Monza. The Lotus outfit did not go home, unlike Ferrari and McLaren. On Tuesday began the task of disassembling the race engines and fitting the more powerful qualifying engines. No important changes, but a lot of time was spent overhauling and getting everything to look spick and span.

RAM
With a disastrous record of over forty Hart engine failures this season for the RAM team, only three units were available at Spa. Special permission was therefore graciously granted by FISA to cancel Kenny Acheson's entry.

McLAREN
The McLaren boys were luckier than most other British team mechanics since they were flown home from Monza for a well-earned day-off before taking another plane to Belgium on Tuesday. Back in the privacy of the Boundary Rd workshops, the cars were repainted almost entirely, as after every GP, and more importantly, Niki Lauda's complaints of chronic vibrations were seen to. The rear endplates were relaminated differently to increase downforce. The front wings were also seen to mount following the wing snapping on the reigning world champion's car after riding over the kerbing a number of times during the early stages of the Monza race.

OSELLA
Since Alfa Romeo are being kept on the boil looking after their own team's engines, they didn't have time to look at Osella's for the Belgian round. Still in the embarassing situation of being without a generous sponsor, the Osella team did not return to their Volpiano base, near Turin. Slight changes were made to the rear wing and rear suspension. Recently acquired driver Dutchman Huub Rothengatter was on his first ever Spa-Francorchamps GP appearance.

Senna (Lotus No 12) shoots off towards La Source hairpin ahead of Piquet (Brabham No 7), a thick sheet of spray blanketing the rest of the pack

La Source: Piquet spins out onto the sideline and back (below left), just missing the two Ferraris. Miraculously, there was little wheel-banging as the 24-strong field entered the fray (below right)

ARROWS
Austrian Gerhard Berger's car appeared to be the better of the two Arrows entered at Monza and it was decided to give it to Thierry Boutsen as it was the Belgian's "home" GP. Gerhard, therefore, had Thierry's car. The nose portion was slightly modified to reduce the amount of air going under the car.
During Friday's timed session, Berger was 2.27s quicker than his team mate (!).

WILLIAMS
Williams designer Patrick Head made some minor set-up changes to the FW10 chassis for the magnificent 133 mph Ardennes circuit. "*Getting the aerodynamics right is fundamental,*" he said. "*Here, we have to aim at getting the car to corner well in the fast turns, without creating too much drag down the straights.*"

ZAKSPEED
Regular driver Jonathan Palmer had been replaced temporarily by German F3000 star Christian Danner — the only F1 driver to sport an ear-ring! The Briton is showing fantastic powers of recuperation after his accident at the Spa 1000km, a fortnight earlier (see report elsewhere). If Doctor Palmer is passed fit to drive at Brands, a second car could very possibly be entered for Danner at the Shell Oils-sponsored race. Absent at Monza, the Zakspeed team used the time to go testing. Christian adapted very quickly to the car in preparation for his maiden GP.
Two new six-speed gearboxes with modified casing incorporating the engine starter had been built. The engine lubrification system had been entirely revised to improve engine reliability. A new crankshaft damper had also been fitted which should drastically reduce the risk of engine failure. The aerodynamics had been worked on considerably and included the re-profiling of the front and rear wings. Since engine cooling has never been a problem on the Zakspeed, smaller radiators and intercoolers were fitted. This has naturally resulted in a significant drop in weight and the smart red and white car looks generally slimmer. On the whole, Zakspeed are pleased with their "toe-dipping" season. Ditto for the sponsors. It looks more than likely that Zakspeed will enter one car for Palmer for next year's entire World Championship and one for the European rounds with Danner at the wheel.

BRABHAM
The three Brabham BT54s were fitted with a new lower wind deflector during Friday's first practice session. Following the new trend set by Toleman, the little skirts are placed under the nose to create a partial vacuum under the flat bottom.

FERRARI
As a result of Alboreto's poor showing at Monza, the Scuderia really splashed out. Johansson was sent to Monza for a full two days testing, with Alboreto doing likewise at Fiorano. Both drivers used the "Monza" 156/85 chassis to begin with. By the time testing was over, they were back as regular 156s. Ferrari went to Spa with two "Monza" 156/85s and one normal 156 for Alboreto to compare. Aerodynamic modifications were made such as the fitting of a front wind deflector, see Brabham, and a slightly smaller rear wing than at Monza with a third plane fixed to the aerofoil (20cm below).

ANALYSIS

Twenty five-year-old Ayrton Senna's chalked up an impressive record for his first year with Team Lotus: five pole positions, three race lap records and he's led more GPs (787.5 miles) than championship leader Alain Prost (457 miles). With the right engine there's no doubt that the prodigious Brazilian would have been fighting for the title with Prost and Alboreto. "*It's different from my first victory at Portugal this year,*" said Ayrton when the ritual of champagne spraying was over. "*It wasn't an easy race, at all, because track conditions were changing all the time. In some parts it was raining, in others there was sun. It was harder for me here than in Portugal. This win hasn't affected me in the same way. After all, you only win your first GP once!*" Amazingly, unlike the other Lotus team members, Ayrton showed little emotion. Only minutes before he had been displaying his incredible skills as he controlled his black and gold car through the greasy turns, deftly overtaking backmarkers as though GP tracks were always as slippery.

"*The car was very good,*" Ayrton admitted, "*At one point though, the engine cut out down the straight and I was really worried. But after that it was OK until the end.*"

Despite his numerous engine failures this year, the softly-spoken Brazilian declared that he was more than satisfied with being third in the world championship. Before the season began Ayrton had been struck by some mysterious virus which paralysed one side of his face completely. He had told his national journalists, "*This year, I will try and score my first GP win.*"

His win is important for him and for two other reasons: "*Firstly it's going to help build the team's confidence and secondly perhaps it will influence Renault's attitude.*" Although the Régie is withdrawing from F1 it will continue to supply the British JPS-sponsored team with its engines for the next two seasons. "*Hopefully, this win will encourage them to continue developing their engines.*"

Ayrton Senna then left the Belgian circuit without giving the traditional press conference. He had a plane to catch for Sao Paulo, Brazil. Home and a fortnight's rest before Brands Hatch.

Championship leader Alain Prost only has to score two points (5th place) at Brands Hatch to be crowned at Australia. Even if Alboreto wins the next two GPs. But only if the South African GP doesn't take place. It seems more than likely that the French will at last get their first F1 world champion.

Prost approached this Belgian GP in uncharacteristic manner. He let Senna fly off with the lead. When the two Williams boys were dicing together, Prost kept well behind and out of trouble. As soon as it began raining he eased up dramatically on the throttle. On lap 34 he was conceding 58.59s to Senna! Was he applying Lauda's tactics — of making sure he finished the race? "*No, it's nothing to do with Lauda. I've been waiting for this title for a long time now and it's slipped through my fingers too often. I always race to win but this time I wanted to score some points. That's the difference between Lauda and myself.*"

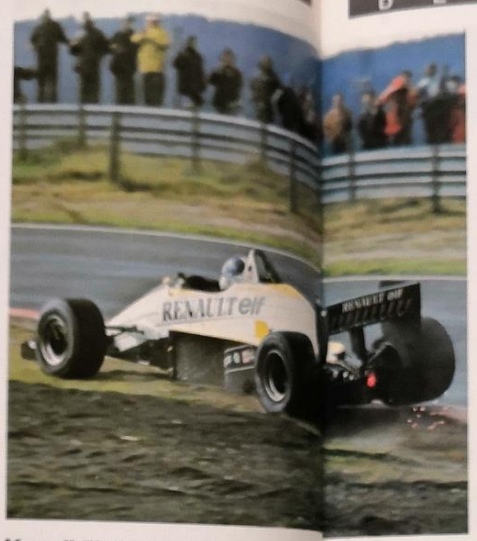
Once Alboreto had retired, Prost was left with two options. Either he made sure he finished the race and cashed in on some points, or, he could race competitively and score the maximum. With Senna and the two Williams team mates all in particularly splendid form, only the first option was the one he could take. "*True. My race wasn't exactly exciting but at least I got what I wanted. My car definitely could have won today but I wasn't prepared to take any risks. Considering what I'm aiming at, I reckon it was well worth the effort!*" Laughter. "*I don't enjoy tactics of this kind. Especially with such a good car as the McLaren. You know, it's not easy to curb one's feelings when you see them out there in front. You want to catch and pass them. Still, it's the final result that counts, so I made damn sure I kept control of my impulsiveness.*"

Rosberg was ahead of the McLaren during laps 15-22. Could Prost have passed him? "*I would have liked to get past him but when it started raining again I felt I would be taking too much of a risk, especially as there were also the backmarkers to get round. My car wasn't as fast as the Williams down the straight which meant I could only have overtaken him through the twisty portions. Unfortunately the track was damp off the line in those parts and it was too dangerous. I would only have got one more point anyway. When Rosberg pitstopped I inherited his place...*"

Alain Prost was going to Brands Hatch for the European GP with a 16-point lead on Alboreto. But, the title isn't his yet. "*No. But if I don't get it this year... Unless Ferrari suddenly comes up with a totally new car. It wasn't the case at Spa and I doubt very much they will by Brands. It looks like Ferrari took a few risks towards the end of the season and their engines have lost in reliability. We've hardly changed the cars at all since the first GP of the season.*"

"*Yeah,*" nodded the little Frenchman. "*Ferrari have really got themselves a hard job. Especially since Alboreto's also got Williams and Lotus to contend with.*"

Should we really go into Ferrari's misfortunes? A blown engine for Johansson and clutch problems for Alboreto — on the spare car. An old 156 with which the Italian had only put in five laps on Friday morning. In qualifying, the Ferraris had looked competitive... "*If someone came and said he could work a miracle for me, I wouldn't believe him! I don't believe in them now!*" Alboreto sighed. "*It's all over now. No more chance of winning the title. All I hope is that I win another GP before the end of the season. That will make me happy.*"



Luck is all part of the game. Warwick (above left) and Mansell (above right) ploughed through the chicane run-off area. The two Brits came out safe and sound to finish 6th and 2nd respectively

Mansell (Williams No 5) flew along with team mate Rosberg tucked away neatly under his wing

QUALIFYING

Frenchman Alain Prost stepped out of the McLaren T car just as the first timed session was ending on Friday. "*I don't mind if it rains now. As long as it stays dry for the race.*" Heavy drops began to fall and soon a violent storm was raging. Lightning flashed, thunder roared and it came bucketing down! [Didn't know he possessed supernatural powers as well!] Back at the McLaren motor home an impressive number of journalists had congregated under the awning ready to jot down Alain's every comment. He had been fastest, 0.22s ahead of Ferrari's Stefan Johansson.

Prost's rival to the World Championship title, Michele Alboreto, was only 0.463s slower than the spunky Frenchman. But in 6th position. The Italian was extremely frustrated. In May, he had put in the fastest time of 1m 56.049s and that Friday 13 September, 1m 56.999s. He refused to make any statements to the press and hid himself away in the safety of the Ferrari motor home. Word went round that his car was understeering, that he wasn't getting enough grip... But how does one explain Johansson's splendid performance? Prost's detractors spread the word that Alboreto had been baulked by the Frenchman. This was neither confirmed nor denied by either of their respective teams. As per usual, the Marlboro-sponsored red and white car was handling extremely well, illustrated by provisional pole, despite a top speed figure of "only" 192.417 mph, a good 8.5 mph slower than the fastest cars (BMW and Honda).

LAUDA: "I WAS DOING ABOUT 106 mph IN THIRD WHEN THE THROTTLE STUCK OPEN"

"*Compared with last June,*" said Prost lost in the midst of all the journalists, "*the amount of grip we're getting from the track has lessened. It's more slippery than before. Everyone, though, has the same problem. It doesn't matter what tyres you use, it takes a long time to warm them up and when they are at the right temperature, they wear very quickly. It's very difficult to put in a good time which explains why the first six are all within less than a second of each other. I've had to get some changes made to the chassis,*" continued Prost. "*Rather than worry about the firmness of the suspension, we've been concentrating on the ride height. It's still not perfect.*"

Arrows driver Gerhard Berger had zipped round the Belgian track to obtain 6th fastest time. And this despite the fact that his usual car had been given to team mate Boutsen, racing in front of his home crowd, as it appeared to be the faster of the two Arrows at Monza. Boutsen had qualified in 12th position,

***Pranks on the podium.** A jubilant Ayrton Senna gets the go-ahead from runner-up Mansell and Prost*

2.267s slower than his Austrian team mate.

Ken Tyrrell decided not to replace the much regretted Stefan Bellof. There is still a lot of work to be done on the 014/ Renault. Martin Brundle put in the 20th time.

Reigning World Champion Niki Lauda had a heavy shunt during the morning session at Blanchimont. *"I was doing about 106 mph in third through the curve,"* Niki explained. *"Suddenly, the throttle stuck open and I went off the line and into the rail, breaking the front right wing and suspension unit. The steering wheel spun round and I felt a sharp pain in my wrist."*

A medical check-up revealed pulled ligaments. Lauda would not be racing. Team manager Ron Dennis began searching his brains for a driver to replace the Austrian. De Cesaris, Arnoux — René would have been only too pleased to drive a McLaren against Ferrari —or Watson... Yes, that was it. John Watson! A quick phone call and hey presto! Watson was at Spa. The race officials were caught out. *"Nothing about that sort of thing in the rules. If you can get all the teams to sign a petition. OK."*

On his way round the motor homes, Ron Dennis came up against Ferrari sports director Marco Piccinini. Phone call to Maranello. *"No!"* came the order. *"No"* Piccinini told Dennis. *"We cannot accept a situation like this. Imagine if a driver doesn't qualify, complaining of back ache. He could get another driver to replace him."*

Ron Dennis admitted that he would have reacted in exactly the same way had Piccinini approached him for the same reason.

Ayrton Senna had spent a great length of time in the pits. He only managed to put in 18th time. A fire broke out in the Lotus pits while the mechanics were bending over the engine. They quickly extinguished the flames after a brief moment of panic and smoke was pouring out creating a thick fog in the middle of pit lane. Suddenly, more flames started licking the engine viciously. They, too, were put out. Ayrton finally went out towards the end of the session, but on his flying lap a turbo blew causing another fire to break out. *"Some days are better spent in bed,"* came the tight-lipped remark.

Zakspeed had acquired the services of Christian Danner whilst regular driver Palmer was recovering from his nasty shunt. The tall lanky German seemed to adjust quickly to his new car. His first ever drive in a F1. He was 22nd on the provisional grid.

SATURDAY

SENNA: "MY TYRES WENT OFF THREE CORNERS FROM THE END"

Fog held up the start to the first session of the day but when the afternoon's timed session began the sun was out and warming the chilly Ardennes air.

Out went Ayrton Senna in his Lotus. And back he came with a pole position time of 1m 56.198s! Five minutes later, Alboreto put in an even lower time of 1m 56.021s on his first set of soft rubber. Tension was high as Nelson Piquet thundered out in the Brabham. 1m 55.785s! Prost slipped on his balaclava, winked as his mechanics and off he went. He too broke the 1m 56 barrier but was 0.021s slower than Nelson. He came back for a fresh set of qualies. 1m 55.306s and pole position. But, Prost was looking glum. *"I could have been a good second faster,"* he moaned. *"I eased up when I saw the yellow flags signalling Berger's blown engine."*

Michele Alboreto was looking in a better mood on Saturday. He had the fourth fastest time, only 0.4s shy of Prost. Although he wasn't quite sure why his car was faster. *"I'm feeling fairly optimistic now that so much progress has been made since Monza,"* enthused Michele. *"But pessimistic too because the McLaren still looks to be the strongest car. I will base my race tactics on whatever Prost forces me to do. I'm sure that we've got more chance here for a good result than at Monza."*

Ayrton Senna went out again only minutes to the end of the session. He came flying down pit straight towards the hairpin. He locked up his wheels in his effort to slow the car, smoke coming off the tyres. And he shot round to score an impressive 1m 55.40s. But he missed his sixth pole position of the season by 0.1s. *"I lost time going sideways into the hairpin,"* a tired-looking Ayrton told GPI. *"But what slowed me down was that my tyres had gone off three corners from the end."*

Obviously unhappy, team mate Elio de Angelis, 9th fastest remarked, *"I've had the same engine for these two days. I can't believe I'm 2s slower than Ayrton."*

The Honda-powered Williams drivers were disappointed with their positions on the final grid, but pleased their cars were handling well. *"I had a puncture on my first run,"* said Isle of Man dweller Nigel Mansell *"and was held up by another driver on my second."*

Second fastest of the British drivers present at Spa was Derek Warwick. His Renault would be starting from the outside of the 7th row, alongside team mate Patrick Tambay.

Martin Brundle was puzzled as to why he hadn't done better than 11th row. It appeared as though the de-briefing would go on for hours before the reason was traced. Optimistic in spite of everything , work on the 015 will be starting shortly ■

THE RACE

Rain fell most of Saturday night and Sunday morning which meant that the warm-up was a decidedly wet affair. Prost was only tenth fastest having been the quickest man at all four practice sessions. Rival Michele Alboreto suffered a spate of chronic electronic injection problems on his Ferrari. Just as he was taking his place on the dummy grid, an oil leak was sighted on the engine and when he was in position, a fire broke out. There was no alternative but to get into the spare car. The Brabham boys were summoned to change the plugs on Piquet's car.

10 LAPS

Senna 24m 14.857s; Mansell 24m 16.990s; de Angelis 24m 27.398s; Rosberg 24m 28.266s; Prost 24m 29.081s; Berger 24m 39.587s; Boutsen 24m 42.230s; Tambay 24m 49.070s; Alliot 24m 52.566s; Warwick 24m 56.660s; Cheever 25m 11.246s; Fabi 25m 29.314s; Martini 25m 33.152s; Patrese 25m 33.883s; Piquet 25m 34.360s; Laffite 25m 43.463s; Surer 25m 45.764s; Streiff 25m 53.088s; Brundle 26m 12.857s; Rothengatter 9 laps; Danner 8 laps; Johansson 7 laps; Ghinzani 7 laps; Alboreto 3 laps.

Although the rain had ceased for the start, the track was flooded. Everyone was on treaded tyres. At 14:00 sharp, the cars were blasting off the line towards the La Source hairpin, thick sheets of spray coming out from under the wheels and aerofoils. Senna was first round the tight water-logged turn ahead of Prost. Nelson Piquet, anxious to gain precious yards, made an audacious move to get past Prost in the turn. Just as the Brabham driver put his foot down on the throttle pedal going down the hill, the car spun impressively. Somehow he just missed hitting anyone. He went over the kerbing and slid out onto the track again, right into the thick of the pack! Again just missing the cars. Nelson found himself in 16th position. Meanwhile, Senna charged on ahead, followed by Prost, Mansell, then Alboreto and Johansson together, Boutsen and Rosberg forming another close train, de Angelis...

20 LAPS

Senna 45m 22.184s; Mansell 45m 34.413s; Rosberg 45m 40.605s; Prost 45m 42.016s; Boutsen 46m 23.508s; Tambay 46m 40.843s; Warwick 46m 43.000s; Cheever 46m 44.287s; Piquet 47m 08.208s; Fabi 47m 09.898s; Berger 47m 14.152s; Laffite 47m 14.773s; Surer 47m 22.089s; Streiff 19 laps; Patrese 19 laps; Martini 18 laps; de Angelis 17 laps; Rothengatter 17 laps; Danner 16 laps; Brundle 16 laps.

As the pack settled down, screaming their way over the hilly Ardennes track, the trajectories into the turns began to dry. Dark clouds loomed overhead. The drivers decided to put off changing their wets for slicks for a while. There were still giant pools of water through which they could cross to cool the ultra-soft treaded rubber. Rosberg was the first to stop on lap 8... Ayrton Senna, meanwhile, was displaying his skills in great style whilst keeping total control of the Lotus. He was already 1.46s ahead of Prost on lap 2, 2.49s ahead of Mansell, 8.41s ahead of Johansson, 11.30s ahead of Boutsen and 12.93s ahead of Rosberg... Alboreto was eighth. He was audibly fighting with a tired clutch. Gerhard Berger edged his way past the Italian, and on lap 4, Alboreto parked his Ferrari neatly alongside the guard rails. Impossible to drive without a clutch in those conditions. End of Belgian GP and with it nearly all chance of winning the title. Johansson hoisted his Ferrari up to 4th position, but "Steve" dropped out on lap 7 with a blown engine.

Britain's Nigel Mansell had made quick work of Prost and was following Senna, 2.93s in his wake. Prost was lying a cautious 5.21s behind the leader, with Boutsen 11s behind the Frenchman. De Angelis was keeping a close eye on the rear end of the Arrows whilst Boutsen's team mate, Berger was conceding 24.99s to Senna. Then came a long train made up of Warwick, looking great in the rain, Tambay, Brundle, Alliot, Rosberg — already on slicks and thursting hard up through the field — Patrese, etc.

By lap 9, the track was sufficiently dry for everyone to begin stopping for slicks. De Angelis was in the lead when Senna rejoined the race, only yards behind his team mate. In a daring manoeuvre that saw the Brazilian's rear swerve somewhat precariously, Ayrton snatched back the lead from de Angelis and kept it until the chequered flag. Mansell also took back his second place from the Italian.

30 LAPS

Senna 1 hour 07m 12.181s; Mansell 1 hour 07m 29.577s; Rosberg 1 hour 07m 29.677s; Prost 1 hour 08m 03.002s; Boutsen 1 hour 08m 50.112s; Warwick 1 hour 09m 01.273s; Piquet 29 laps; Laffite 29 laps; Berger 29 laps; Streiff 29 laps; Surer 29 laps; Patrese 27 laps; Martini 27 laps; Cheever 26 laps; Rothengatter 25 laps; Brundle 25 laps; Tambay 24 laps; Fabi 23 laps.

The order on lap 10 was Senna, Mansell, de Angelis, Boutsen, Berger and Prost. Keke Rosberg had been having a truly thrilling carve up the field. On lap 10 he gobbled up the McLaren and thrust ahead determinedly in a bid to finish on the podium. Senna, too, was highly impressive, building up his cushion from 6.02s on lap 11, to 8.64s on lap 13 and 9.30s on the next. And so it went on, as Ayrton artfully picked his way through the drier patches and past the backmarkers. Simply sensational!

40 LAPS

Senna 1 hour 27m 59.566s; Mansell 1 hour 28m 30.004s; Prost 1 hour 28m 54.737s; Rosberg 1 hour 29m 13.553s; Piquet 39 laps; Warwick 39 laps; Boutsen 39 laps; Berger 39 laps; Surer 39 laps; Streiff 39 laps; Laffite 38 laps; Martini 36 laps; Brundle 35 laps; Rothengatter 34 laps; Patrese 31 Laps.

Mansell and Rosberg were embroiled in an exciting dice. The two team mates found themselves together on lap 26 and kept the crowds in suspense as they slid their cars insolently round the turns in ultra-tight formation.

Alain Prost had regained a bit of his old confidence and had closed in on the two Williams, breaking Senna's lap record in the process to establish a new track record of 2m 01.730s. Ahead, though, the two yellow and white cars were still scrapping frantically. But Rosberg fell back when a brake scoop broke going over a kerb. Mansell lost his concentration and went straight on at the chicane, churning up the mud. Fortunately he didn't lose his excellent 2nd position. Alain Prost made the most of Rosberg's ill luck and snatched 3rd place, a place on the podium, and four points.

Derek Warwick's undaunting efforts since the beginning of the season were rewarded with 6th place and one championship point. The cheerful Jersey exile has never let the problems he has encountered with the Renault team dampen his enthusiasm. Nelson Piquet, after his dramatic lap-one spin, finished a highly creditable 5th after a heroic struggle to get his Brabham into the points.

Britain's other entry, Martin Brundle driving the Renault-engined Tyrrell, finished 13th, five laps behind the winner.

Victorious Senna (Lotus) waves ecstatically to the crowds on his lap of honour

F1: BELGIAN GP

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	2	12	7	27	28	18	5	17	11	6	19	8	15	16	22	20	26	25	23	9	3	30	24	29
Lap 1	12	2	5	27	28	18	6	11	17	16	19	20	15	25	8	7	22	23	26	3	9	24	29	30
2	12	2	5	28	18	6	11	27	17	16	19	15	20	25	8	7	23	3	26	22	9	29	24	30
3	12	2	5	28	18	11	17	27	16	15	19	25	20	8	7	23	9	26	22	7	29	24	6	30	27
4	12	5	2	28	18	11	17	16	15	25	8	19	20	3	23	9	26	8	29	6	24	7	25	30	
5	12	5	2	28	18	11	17	16	15	3	19	20	9	23	22	26	8	29	6	24	8	7	25	30	
6	12	5	2	18	11	28	17	15	16	3	9	20	19	22	23	6	29	24	26	8	7	25	30		
7	12	5	2	18	11	17	16	15	3	9	28	6	22	20	29	23	19	24	26	7	8	25	30		
8	12	5	2	18	11	17	16	9	3	6	15	22	29	23	19	7	26	8	25	24	30	28	20		
9	11	12	5	18	17	2	6	9	15	16	23	3	29	22	7	26	8	25	3	24	30				
10	12	5	11	6	2	17	18	15	9	16	23	19	29	22	7	26	8	25	3	24	30				
11	12	5	6	2	18	15	17	11	16	23	19	22	7	26	8	29	25	3	24	30					
12	12	5	6	2	18	15	11	16	23	17	19	22	7	26	8	25	29	3	24	30					
13	12	5	6	2	18	15	11	16	23	17	19	7	22	26	8	25	29	24	30	3					
14	12	5	6	2	18	15	11	16	23	17	19	7	22	26	8	25	29	30	24	3					
15	12	5	6	2	18	15	11	16	23	17	19	7	26	22	8	25	29	30	24	3					
16	12	5	6	2	18	15	11	16	23	17	19	7	26	8	22	25	29	30	24	17					
17	12	5	6	2	18	15	16	23	19	17	7	26	8	25	22	11	29	24	3						
18	12	5	6	2	18	15	16	23	19	7	17	26	8	25	22	29	24	3	11						
19	12	5	6	2	18	15	16	23	7	19	17	26	8	25	22	29	24	3							
20	12	5	6	2	18	15	16	23	7	19	17	26	8	25	22	29	24	3							
21	12	5	6	2	18	15	16	23	7	19	17	26	8	25	22	29	24	3							
22	12	5	6	2	18	16	15	23	7	17	19	26	8	25	22	29	24	3							
23	12	5	6	2	18	16	15	23	7	17	26	19	8	25	22	29	24	3							
24	12	5	6	2	18	16	23	7	15	17	26	8	25	22	29	24	3	19							
25	12	5	6	2	18	16	23	7	26	17	25	8	22	29	24	3	15								
26	12	5	6	2	18	16	23	7	26	17	25	8	22	29	24	3									
27	12	5	6	2	18	16	7	26	17	25	8	22	29	24	3	23									
28	12	5	6	2	18	16	7	26	17	25	8	22	29	3	24										
29	12	5	6	2	18	16	7	26	17	25	8	22	29	3	24										
30	12	5	6	2	18	16	7	26	17	25	8	29	22	3	24										
31	12	5	6	2	18	16	7	26	17	8	25	29	3	24	22										
32	12	5	6	2	18	16	7	26	17	8	25	29	3	24	22										
33	12	5	2	6	18	16	7	26	17	8	25	29	3	24											
34	12	5	2	6	18	16	7	26	17	8	25	29	3	24											
35	12	5	2	6	18	16	7	26	17	8	25	29	3	24											
36	12	5	2	6	18	16	7	26	17	8	25	29	3	24											
37	12	5	2	6	18	16	7	26	17	8	25	29	3	24											
38	12	5	2	6	16	7	18	26	17	8	25	29	3	24											
39	12	5	2	6	7	16	18	17	8	25	26														
40	12	5	2	6	7	16	18	17	8	25															
41	12	5	2	6	7	16	17	8	25	18															
42	12	5	2	6	7	16	17	8	25																
43	12	5	2	6																					

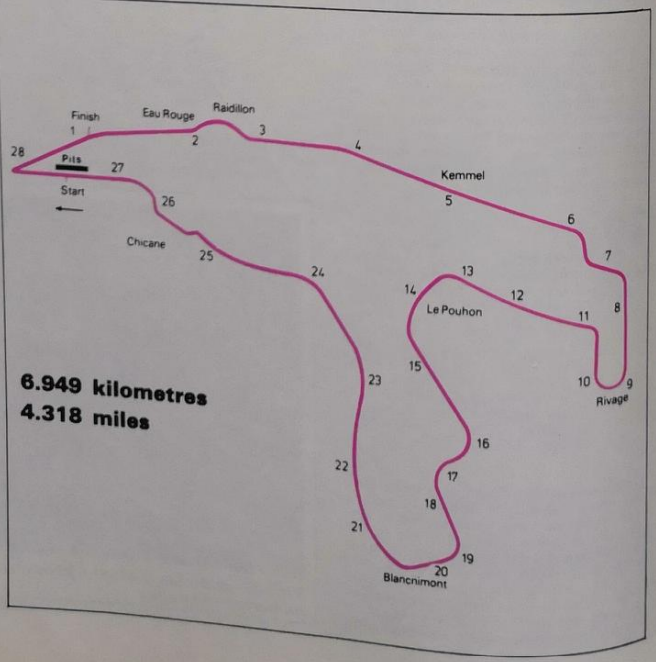
■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

RETIREMENTS

Lap 4: **Alboreto,** clutch.
Lap 7: **Ghinzani,** stopped for fresh tyres. Lost control of his car going down the hill to Eau Rouge and skidded into the guard rails.
Lap 8: **Johansson,** engine failure.
Lap 10: **Alliot,** like Ghinzani, stopped for fresh tyres and hit guard rails going down hill.
Lap 17: **de Angelis,** turbo failure.
Lap 18: **Danner,** gearbox.
Lap 23: **Fabi,** throttle cable.
Lap 24: **Tambay,** gearbox.
Lap 26: **Cheever,** differential shaft.
Lap 31: **Patrese,** electronics.
Lap 39: **Laffite,** like Ghinzani and Alliot, lost control of car going down hill after wheel change.
Lap 41: **Boutsen,** differential.

PIT STOPS

Lap 1: **Piquet,** spun at La Source hairpin.
Lap 4: **Piquet,** fresh tyres.
Streiff, fresh tyres.
Lap 5: **Laffite,** fresh tyres.
Surer, fresh tyres.
Lap 6: **Johansson,** fresh tyres.
Fabi, fresh tyres.
Cheever, fresh tyres.
Lap 7: **Tambay,** fresh tyres.
Ghinzani fresh tyres.
Lap 8: **Senna** fresh tyres.
Mansell, fresh tyres.
Prost, fresh tyres.
Lap 9: **Berger,** fresh tyres.
Brundle, fresh tyres. Stopped twice more because of chronic vibrations but despite full wheel changes, trouble persisted.
Lap 10: **Boutsen,** fresh tyres.
de Angelis, fresh tyres.
Lap 32: **Rosberg,** broken brake scoop.



BELGIAN GRAND PRIX

Round thirteen of the 1985 World Championship.
Date: September 15, 1985.
Circuit: Spa-Francorchamps.
Track Length: 6.949 km/4.317 miles.
Race Distance: 43 laps or 298.420 km/186.125 miles.
Weather: Track wet at start, dried progressively. Slight showers.
Attendance: 20,000.
Qualifying: 24. **Qualified:** 24. **Starters:** 24.
Finishers: 13. **Classified:** 13.

FOR THE RECORD

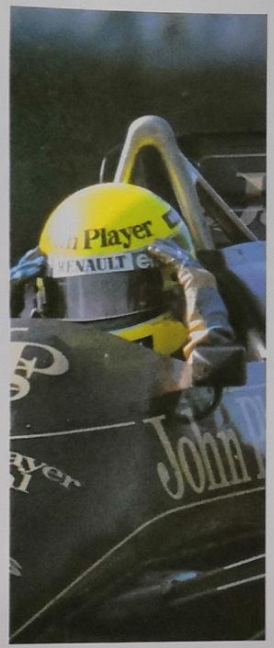
● First ever Belgian Grand Prix appearance for Johansson (Ferrari 156), Martini (Minardi), Rothengatter (Osella), Streiff (Ligier Renault) and Berger (Arrows BMW) ● Maiden Grand Prix for German F3000 star Christian Danner (Zakspeed) in replacement of injured Jonathan Palmer ● RAM team obtained special permission from FISA to cancel 2nd car for driver Kenny Acheson ● Beatrice team were not present since they were not entered for Belgian race on its original date ● No second car for the Tyrrell team ● Lauda pulled some wrist ligaments when he shunted on Friday. He did not take part in the GP ● Renault announced it would not be making the trip over for the South African GP.

PREVIOUS WINNERS

(Last five editions)
1984: **Alboreto** (Ferrari 126 C4) Zolder
1983: **Prost** (Renault RE40) Spa
1982: **Watson** (McLaren MP4) Zolder
1981: **Reutemann** (Williams FW07C) Zolder
1980: **Pironi** (Ligier JS11/15) Zolder

STARTING GRID

Prost McLaren TAG MP4 1m 55.30s	Senna Lotus 97T 1m 55.40s
Piquet Brabham BT54 1m 55.64s	Alboreto Ferrari 156 1m 56.02s
Johansson Ferrari 156 1m 56.58s	Boutsen Arrows BMW A8 1m 56.70s
Mansell Williams Honda 1m 56.73s	Berger Arrows BMW A8 1m 56.77s
De Angelis Lotus 97T 1m 57.32s	Rosberg Williams Honda 1m 57.46s
Fabi Toleman TG185 1m 57.59s	Surer Brabham BT54 1m 57.72s
Tambay Renault RE60 1m 58.10s	Warwick Renault RE60 1m 58.40s
Patrese Alfa Romeo 185 1m 58.41s	Ghinzani Toleman TG 185 1m 58.70s
Laffite Ligier Renault 1m 58.93s	Streiff Ligier Renault 1m 59.24s
Cheever Alfa Romeo 185 1m 59.37s	Alliot RAM 03 1m 59.62s
Brundle Tyrrell Renault 1m 00.95s	Danner Zakspeed 2m 05.06s
Rothengatter Osella 2m 05.77s	Martini Minardi MI 185 2m 06.00s



SUCCESSIVE RACE LEADERS

Laps 1-8: **Senna**
Lap 9: **de Angelis**
Laps 10-43: **Senna**

THEIR FASTEST LAPS

Prost	**2m 01.730s**	Warwick	2m 06.697s
Piquet	2m 02.655s	Boutsen	2m 07.488s
Surer	2m 02.266s	Tambay	2m 07.582s
Rosberg	2m 03.363s	Patrese	2m 08.113s
Mansell	2m 03.479s	de Angelis	2m 09.675s
Senna	2m 03.700s	Danner	2m 11.835s
Berger	2m 04.142s	Martini	2m 15.557s
Streiff	2m 04.685s	Rothengatter	2m 19.005s
Laffite	2m 04.835s	Alliot	2m 22.744s
Fabi	2m 06.350s	Johansson	2m 24.045s
Brundle	2m 06.557s	Ghinzani	2m 29.896s
Cheever	2m 06.658s	Alboreto	2m 30.110s

DRIVERS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy and Belgium).

1 Prost	9	0	0	9	4	0	4	9	6	9	6	9	4	=	69
2 Alboreto	6	6	0	6	9	4	0	6	9	4	3	0	0	=	53
3 Senna	0	9	0	0	0	0	0	0	0	6	4	4	9	=	32
4 De Angelis	4	3	9	4	2	2	2	0	0	2	2	1	0	=	31
5 Johansson	0	0	1	0	6	6	3	0	0	3	0	2	0	=	21
6 Piquet	0	0	0	0	0	1	9	3	0	0	0	6	0	=	21
7 Rosberg	0	0	0	0	3	9	6	0	0	0	0	0	3	=	21
8 Lauda	0	0	3	0	0	0	0	0	2	0	9	0	0	=	14
9 Tambay	2	4	4	0	0	0	1	0	0	0	0	0	0	=	11
10 Laffite	1	0	0	1	0	0	0	4	4	0	0	0	0	=	10
11 Boutsen	0	0	6	0	0	0	0	0	3	0	0	0	0	=	9
12 Mansell	0	2	2	0	1	0	0	0	1	0	1	0	6	=	13
13 Surer	0	0	0	0	0	0	0	1	0	1	0	3	0	=	5
14 Warwick	0	0	0	2	0	0	0	2	0	0	0	0	1	=	5
15 Bellof*	-	1	0	0	0	3	0	0	0	0	0	-	-	=	4
16 De Cesaris	0	0	0	3	0	0	0	0	0	0	0	0	0	=	3
17 Arnoux	3	0	-	-	-	-	-	-	-	-	-	-	-	=	3

*Deceased

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(Results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy and Belgium).

1. **McLaren**	9	0	3	9	4	0	4	9	8	9	15	9	4	=	83
2. Ferrari	9	5	1	6	15	10	3	6	9	7	3	2	0	=	77
3. Lotus	4	12	9	4	2	2	2	0	0	8	6	5	9	=	63
4. Williams	0	2	2	0	4	9	6	0	1	0	1	0	9	=	34
5. Brabham	0	0	0	0	0	1	9	4	0	1	0	9	2	=	26
6. Renault	2	4	4	2	0	0	1	2	0	0	0	0	1	=	16
7. Ligier	1	0	0	4	0	0	0	4	4	0	0	0	0	=	13
8. Arrows	0	0	6	0	0	0	0	0	0	3	0	0	0	=	9
9. Tyrrell	0	1	0	0	0	3	0	0	0	0	0	0	0	=	4

FINAL RESULTS

1. Senna (Lotus Renault 97T), 43 laps or 298.42 km/186.512 miles in 1 hour 34m 19.893s at an average speed of 189.811 kph/118.631 mph. 2. Mansell (Williams Honda) 1 hour 34m 48.315s. 3. Prost (McLaren TAG MP4) 1 hour 35m 15.002s. 4. Rosberg (Williams Honda FW010) 1 hour 35m 35.123s. 5. Piquet (Brabham BMW BT54) 42 laps. 6. Warwick (Renault RE60) 42 laps. 7. Berger (Arrows BMW A8) 42 laps. 8. Surer (Brabham BMW BT54) 42 laps. 9. Streiff (Ligier Renault) 42 laps. 10. Boutsen (Arrows BMW A8) 40 laps. 11. Laffite (Ligier Renault JS25) 39 laps. 12. Martini (Minardi M1 185) 38 laps. 13. Brundle (Tyrrell Renault 014) 38 laps.
Track and Race Lap Record: Prost (McLaren TAG MP4) 2m 01.730s at an average speed of 205.241 kph/128.433 mph.
Previous Record: de Cesaris (Alfa Romeo 183T) 2m 07.493s at an average speed of 196.217 kph/122.635 mph in 1983.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
2. Prost	McLaren International	McLaren-TAG/MP4-2B/3	1m 56.563s	1m 55.306s
3. Brundle	Tyrrell Racing Organisation	Tyrrell-Renault 014/03 (T: 014/2)	2m 00.950s	2m 01.364s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/06 (T: FW 03)	1m 56.727s	1m 56.996s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/07	1m 57.582s	1m 57.465s
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/7)	1m 56.643s	1m 55.648s
8. Surer	Brabham MRD	Brabham-BMW TB54/8	2m 00.154s	1m 57.729s
9. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/04 (T: 03/2)	1m 59.626s	1m 59.755s
11. De Angelis	John Player Special Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 58.852m	1m 57.322s
12. Senna	John Player Special Team Lotus	Lotus-Renault 97T/4	2m 00.710s	1m 55.403s
15. Tambay	Equipe Renault Elf	Renault RE60/06 (T: RE60B/08)	1m 48.105s	1m 59.335s
16. Warwick	Equipe Renault Elf	Renault RE60/03 (T: RE60/05)	1m 59.761s	1m 58.407s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/5)	1m 56.770s	1m 20.837s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 59.046s	1m 56.697s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: 185/03)	1m 57.588s	1m 57.857s
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	1m 58.820s	1m 58.706s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/3 (T: 185T/2)	1m 59.703s	1m 58.414s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/1	2m 00.861s	1m 59.370s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T: FA1-G/85-1)	2m 06.083s	2m 05.776
25. Streiff	Ligier Sport	Ligier-Renault JS25/03 (T: JS25/04)	2m 00.599s	1m 59.245s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	2m 01.456s	1m 58.933s
27. Alboreto	Ferrari SpA	Ferrari 156B/85-085 (T: 156/85-084)	1m 56.999s	1m 56.021s
28. Johansson	Ferrari SpA	Ferrari 156B/85-085	1m 58.585s	1m 56.746s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 (T: 002)	2m 06.007s	2m 06.606s
30. Danner	Zakspeed Rennsport	Zakspeed 85/02 (T:85/01)	2m 05.059s	2m 07.046s

Christian Danner (Zakspeed) André Marzoli

DANNER ON HIS MAIDEN F1 DRIVE AT SPA. THE GERMAN WAS IMPRESSIVE AS HE SCORCHED HIS WAY ROUND

Mansell (Williams Honda) and Prost (McLaren TAG) Autopresse

PROST, MATURE AND CALCULATING AS NIGEL MANSELL, DARING AND EXTRAVAGANT, THRUSTS PAST TO GRAB A 2nd-PLACE FINISH

Derek Warwick (Renault RE60) Autopresse

SURPRISE, SURPRISE! DEREK WARWICK'S RENAULT LASTED THE DISTANCE AND HE NOTCHED UP A POINT! HIS FIFTH OF 1985

SPA FRANCORCHAMPS 1000 KM

CRUEL VICTORY

BITTER WAS THE TASTE OF LANCIA'S GROUP C VICTORY AT SPA. GERMAN F1 AND ENDURANCE ACE STEFAN BELLOF WAS KILLED WHEN HIS PORSCHE 956 HIT THE REAR OF STABLE MATE JACKY ICKX'S 962 C AND SLAMMED INTO THE GUARD RAILS AT OVER 120 MPH. BARELY THREE WEEKS PREVIOUSLY GERMANY'S OTHER F1 STAR, MANFRED WINKELHOCK, MET WITH DEATH UNDER SIMILAR CIRCUMSTANCES WHILST PARTICIPATING AT THE CANADIAN ROUND OF THE WEC.

by Nevin Hickmet

Lancia's victories in the World Endurance Championship have always been shadowed by disputability of some kind or another. Last year, the Italians were the victims of a boycott at Kyalami and this year, after a number of near misses, their long awaited first victory of this season fell on ill luck. Wollek, Baldi and Patrese deserve to be congratulated, but it's difficult to show much enthusiasm.

The Spa-Francorchamps round was cut short on lap 122 following the horrific accident which occurred on lap 75 between FISA's two WEC title holders (the crown was offered as from 1982), Jacky Ickx and Stefan Bellof, in which the young German lost his life.

The 33 sports cars got off to a clean start with the pole position Lancia (Patrese/Nannini) leading the field on the opening lap, ahead of Bell, Mass, Boutsen (driving with Bellof), Baldi (sharing his Lancia wilth Wollek and Cesario) and Surer. Not happy with lying 3rd, Jochen Mass, the bit between his teeth, moved into 2nd place and hauled himself up into Patrese's wake. The Italian staved off the 962 for 12 laps, during which time Boutsen had also worked his way up and into 3rd. Laessig and Schlesser were early pit stoppers with a snapped suspension unit on the Porsche and chronic vibration problems on the Tom Walkinshaw Racing Jaguar. Try as they might, the British team were unable to remedy the problem and the XJR 6 was finally retired on lap 42.

Ahead, Mass had gained control and even outdistanced Patrese whose Lancia was misbehaving at times. Boutsen was quick to take advantage and moved into 2nd, 10s behind the leader. The Ludwig, Brundle, Baldi train followed, conceding a good 30s to Mass.

Brundle opened the first round of fuel stops when he brought his Jag back on lap 51, a lap before the Porsche 956s of Surer and Boutsen, and two before Ickx (962), Patrese (Lancia), Larrauri and Ludwig. When everyone had been in and out, national hero Boutsen emerged as leader with fellow country man Jacky Ickx snapping at his heels.

Once Lancia team manager Cesare Fiorio had worked out his fuel consumption figures, it appeared almost certain that the Porsche front runners wouldn't be able to keep up the pace if they were to finish and that Lancia would at last be able to score their first meaningful win. And sure enough, it wasn't long before the better-placed of the Lancias (driven by Wollek, Baldi and Patrese after some mid-race shuffling), began gaining on the three slowing leading Porsches, driven by the Bell/Stuck, Boutsen/Bellof, Ickx/Mass teams.

Olioa-France (insulating materials) are the backers of this new C2, the Isolia, powered by a Mader 2-litre BMW, developing 300 bhp for 685 kilos. Perhaps with a fresh coat of paint (not white, please) it will be able to rival with the Spice, Ecosse or Albas.

Ickx made another scheduled fuel stop on lap 72 and was out quicker than either Bellof or Stuck which meant he rejoined the race in the lead. Bellof was keen to get back in front of Ickx and kept close behind his rival for three laps, perhaps in a bid to use the Belgian champion's slip stream and save on fuel. Stefan, however, definitely made a daring move to get past Ickx at a tricky fast uphill right hand curve. He got his car alongside Ickx's 962 and the two Porsches collided with such force that Bellof was sent crashing head on, straight into the guard rails at over 120 mph. Ickx spun dramatically several times which slowed the car considerably before it came to a halt against the guard rail.

Unhurt, Ickx got out of his car and immediately rushed over to Bellof, held prisoner in his crumpled Porsche, from under which flames suddenly appeared seconds after the impact. The fire was speedily extinguished but it was 20 minutes before Bellof was cut out of the wreckage. He died on arrival at hospital.

The race was stopped on lap 122 once the terrible news reached circuit officials. Great sadness filled the Spa-Francorchamps paddock, the race had lost all meaning. With nothing more than a stiff neck to complain of, a deeply shocked Jacky Ickx left the circuit for his home in Brussels. ■

SPA-FRANCORCHAMPS 1000 KM

Lancia scored their first victory of the season. Patrese started from pole position and led the field into the first turn (above).

SPA-FRANCORCHAMPS 1000 KM

Round six of the World Endurance Championship for teams and round seven of the Drivers' World Endurance Championship.
Date: September 1, 1985.
Circuit: Spa-Francorchamps.
Track Length: 6.940 km/4.318 miles.
Race Length: 145 laps or 999.36 km.
Weather: Dry during qualifying.
Entries: 40. **Scrutineered:** 34. **Qualified:** 33.
Starters: 21. **Classified:** 11. **Non-classified:** 1.

WEC TEAMS' CHAMPIONSHIP POINTS

(Results after seven rounds.)
1. Rothmans Porsche 107 points; 2. Martini Racing 58 points; 3. New Man Joest Racing 50 points; 4. Kremer Porsche Racing 43 points.

WEC DRIVERS' CHAMPIONSHIP POINTS

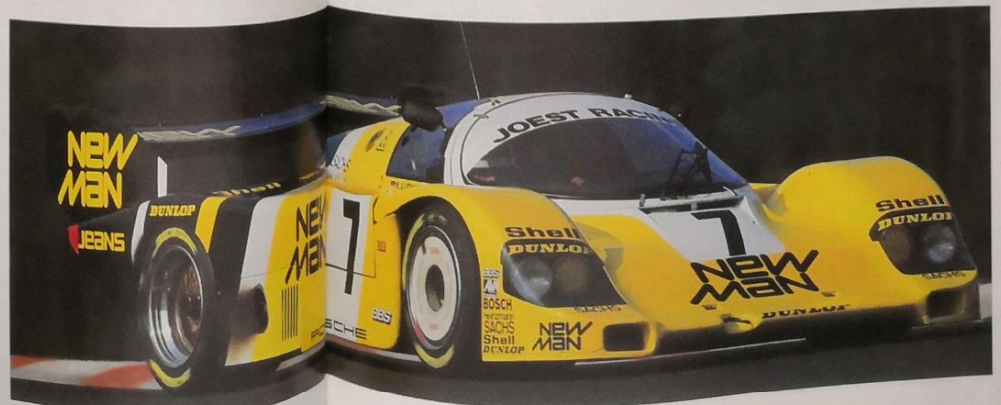
(Results after seven rounds.)
1. Bell/Stuck 97 points; 3. Ickx/Mass 66 points; 5. Ludwig 58 points; 6. Barilla 52 points; 7. Wollek 46 points; 8. Surer and Winkelhock 45 points; 10. Palmer 39 points.

STARTING GRID

Patrese/Nannini Lancia Martini **2m 05.91s**	Bell/Stuck Porsche 962C 2m 06.38s
Bellof/Boutsen Porsche 956 2m 06.77s	Ludwig/Barilla Porsche 956 2m 07.22s
Wollek/Baldi Lancia Martini 2m 07.02s	Ickx/Mass Porsche 962C 2m 07.20s
Surer/Kroesemeijer Porsche 956 2m 07.77s	Brundle/Thackwell Jaguar XJR 6 2m 10.09s
"Winter"/Dwez/Weidler Porsche 956 2m 11.31s	Larrauri/Sigala Porsche 956 2m 11.40s
Schlesser/Heyer Jaguar XJR 6 2m 14.46s	Laessig/Regout/Parreira Porsche 956 2m 16.17s
Los/Danner/Witmeur March 84G Porsche 2m 18.50s	Spice/Bellm Spice GC 85-Ford 2m 19.60s
Jelinski/Graham/Dickens Gebhardt JC 853-Ford 2m 20.01s	De Dryver/Dieudonné Cheetah G 604-Aston Martin 2m 23.01s
Needell/Weaver/O'Rourke Emka-Aston Martin 2m 20.99s	Pescarolo/Courage Cougar C12-Porsche 2m 23.01s
Mallock/Leslie/Wilds Ecosse Ford 2m 24.61s	Facetti/Finotto/Copelli Alba AR 6-Carma 2m 25.17s
Barberio/Cellini Alba AR3-Ford 2m 26.98s	Smith/Kempton/Baker Tiga GC 284-Ford 2m 27.43s
Olofsson/Gronwall Strandell-Porsche 2m 28.00s	Winther/Mercer URD-BMW 2m 30.76s
Cohen/Olivar/Jones/Leim Chevron B 62-Ford 2m 31.16s	Lacaud/Brucelle/Tremblay Sauber SHS6-BMW 2m 31.49s
Ferrarin/Rossinaud Isolia-BMW 2m 36.05s	"Victor"/Palma/Taverna Porsche 935 2m 36.05s
Payne/Andrews/Ashmore Ceekar-Ford 2m 38.24s	Hamelmann/Libert/ Micangeli - BMW M1 2m 38.39s
Rossiter/Thyrring Tiga GC 294-Ford 2m 38.51s	Descartes/Heuclin ALD-BMW 2m 39.30s

FINAL RESULTS

(Race stopped after 122 laps.)
1. Wollek/Baldi (Lancia Martini) 846.680 km/529.175 miles in 5 hours 00m 23s, at an average speed of 169.115 kph/105.696 mph.
2. Bell/Stuck (Porsche 962 C) 5 hours 02 m 34s.
3. Ludwig/Barilla (Porsche 956) 121 laps.
4. Patrese/Nannini/Baldi (Lancia Martini) 121 laps.
5. Thackwell/Brundle (Jaguar XJR 6) 121 laps.
6. Winter/Duez/Weidler (Porsche 956) 120 laps.
7. Los/Witmeur (March-Porsche) 114 laps.
8. Laessig/Regout/Parreira (Porsche 956) 113 laps.
9. Spice/Bellm (Spice-Ford) 112 laps and 1st Group C2.
10. De Dryver/Dieudonné (Cheetah-Aston Martin) 110 laps.
11. Surer/Kroesemeijer (Porsche 956) 108 laps.
12. Jelinski/Graham/Dickens (Gebhardt-Ford) 108 laps.
13. Winther/Mercer (URD-BMW) 108 laps.
14. Mallock/Wilds/Leslie (Ecosse-Ford) 99 laps.
15. Barberio/Gellini (Alba-Ford) 98 laps.
16. Payne/Ashmore/Andrews (Ceekar-Ford) 94 laps.
17. Lacaud/Brucelle/Tremblay (Sauber-BMW) 94 laps.
18. Nykjaer/Knudsen (Nykjaer-BMW) 91 laps.
19. Smith/Kempton (Tiga-Ford) 88 laps.
20. "Victor"/Palma/Taverna (Porsche 935) 87 laps.
21. Perscarolo/Courage (Cougar-Porsche) 86 laps.
Not Classified: Descartes/Heuclin (ALD-BMW).
Track and Race Lap Record: Jochen Mass (Porsche 962C) in 2m 10.7s at an average speed of 191.111 kph/119.444 mph.
Previous Record: Stefan Bellof in 2m 14.11s in 1983.

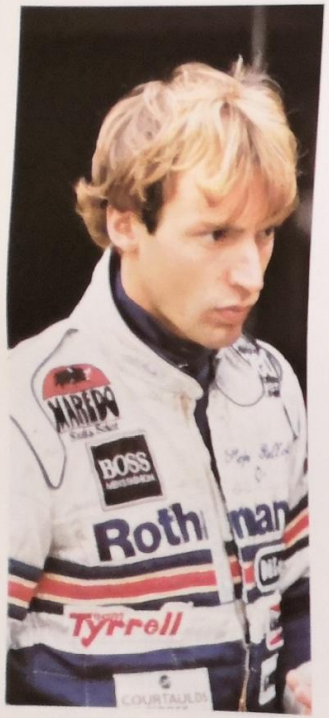


Ludwig/Barilla were simply scintillating in their Joest-Porsche

IN THE MEMORY OF

Stefan Bellof was rated as perhaps the most talented German driver of all time. His career in both F1 and Endurance promised he would be amongst the great names of international motor racing.

Born on November 20, 1957 near Frankfurt, Stefan's skills were quickly noticed. His career as a driver began in 1973 when he raced go karts and by 1980 he was the German champion. He then went on to race in the 1981 F3 championship, winning three events, although he wasn't crowned.



British constructor's cars were found to convene against the F1 weight regulations. "Uncle Ken" had helped Stefan learn to help his boyish enthusiasm under control. His best F1 result this season was a highly creditable 4th placing at Detroit. The arrival of turbo-charged Renault engines for Tyrrell's cars in August had filled the undeniably talented driver with high hopes.

It is tragic irony that German motorsport should lose its two F1 stars within three weeks of each other and both at Endurance rounds, a series largely dominated by its national constructor. Manfred Winkelhock's horrific accident under oddly similar circumstances and Bellof's at Spa have dealt an ugly blow to the world of motor racing.

Grand Prix International offers its deepest sympathies for this tragic loss to Stefan's family and many friends, as well as to the Brun Porsche and Tyrrell teams.

Palmer out of action

Spa-Francorchamps. 16:55. August 30. The second untimed practice session for the 1000-km race was almost over. Patrese (Lancia) was fastest with a time of 2m 10.36s. Jonathan Palmer, the F1 Zakspeed driver, was trying to improve on his highly creditable 2m 11.22s, the lowest time for the Porsche contingent at that point.

Suddenly, his rivals were back in the pits to report that his Canon-sponsored Porsche 956 had crashed heavily at the second downhill left hander. Jaguar driver Heyer pulled up at Post 14 to organise emergency rescue operations. Palmer's car had buckled under the terrific impact and the unconscious driver was trapped inside the cockpit. Journalist Bob Constanduros, only witness of the accident relates: "*I didn't know what to do. Hans (Heyer) came over and opened the passenger door and undid Jonathan's safety harness. Track marshals began to arrive but it was obvious that Palmer was out cold and that a metal saw was needed to cut him out of the tangled wreckage.*"

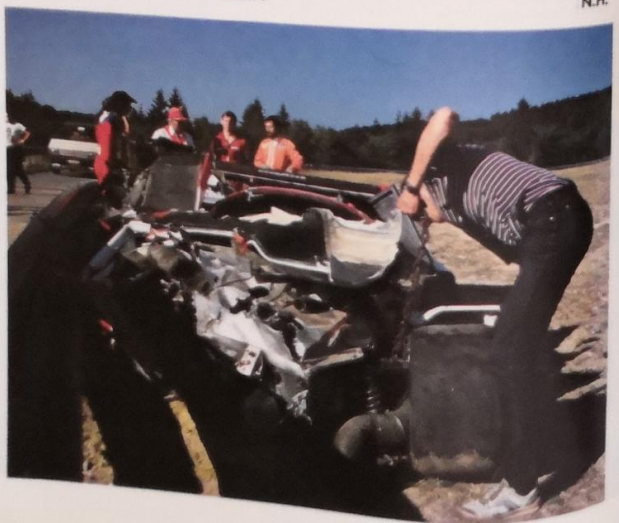
It wasn't until fifteen minutes later that 28-year old Jonathan, a qualified doctor, was finally extricated and then taken to nearby Verviers hospital. He was found to be less seriously injured than at first feared, with: a broken ankle, broken leg, badly bruised ribs and a black eye – caused by the gear lever pommel.

GPI would like to take this opportunity of wishing Jonathan a speedy recovery.

N.H.

Then, in 1982, he joined the Maurer F2 outfit and notched up two victories. That same season, the official Rothmans Porsche team signed him on to race with Derek Bell, in the World Endurance Championship and he tucked away another three wins under his belt at the Silverstone, Mount Fuji and Kyalami rounds.

In 1984, at the age of 27, Bellof earned the title of Drivers' WEC champion at the wheel of the German constructor's car, when he and Bell scored no less than five wins. 1984 was also the year when "F1 talent scout" Ken Tyrrell took him on to race alongside Britain's up and coming star Martin Brundle, and despite the obvious handicap of the British team's Cosworth-powered cars against their turbo-charged rivals, the spectacular German shone at Monaco, finishing a brilliant 3rd under appalling wet conditions. He crossed the line in 5th position on another two occasions, at Belgium and San Marino, but unfortunately, his hard-earned championship points were taken away when the



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LONGINES

Timekeeper to the World of Sports

THOUSAND LAKES RALLY

PEUGEOT AND SALONEN: THE VICTORIOUS DUO

AS EXPECTED, PEUGEOT CLINCHED THE WORLD RALLY CHAMPIONSHIP FOR MAKES IN FINLAND, MAINLY THANKS TO TIMO SALONEN. HOWEVER, MORE IMPORTANT FOR THE FINN, WHO SCORED HIS FIFTH VICTORY OF THE YEAR,WAS TO WIN THE THOUSAND LAKES. A LIFE LONG DREAM COME TRUE.

by Jean-Paul Renvoizé

"Jyvaskylan Suurajot" basically means "The Thousand Lakes Rally". Literally, it is Finnish for "The great Jyvaskyla race". The city of Jyvaskyla itself is about 300 kilometers North of Helsinki and, apart from being the birthplace of Henri Toivonen, is nationally famous for its school where Finnish was first officially recognised as the principal language for teaching about a hundred years ago. Nowadays, Jyvaskyla is a dullish sort of city despite its reputation as a sporting center. Twice a year, however, the place comes alive; for the ski-jumping championships in the middle of the hard winter and, as Autumn approaches, for the rally. It is on occasions like these that the renowned fighting spirit of the national heroes becomes apparent. The Finns, or "*Suomen*", call this spirit "*Sisu*", a term which sums up the single-minded will to win and the almost serene state of extreme concentration that characterises the Finns and which allows them to surpass themselves in the sporting effort. During the thirty-odd years that the rally has been run, only non-Finns have been able to get the better of the local drivers. And they were all Swedes: Callbo, Erik Carlsson and Blomqvist.

MORE IMPORTANT THAN A WORLD TITLE

Victory at the Thousand Lakes has a greater significance for a Finn than a world title. It is, for him, a sort of consecration, undeniable proof that he has entered the ranks of the world's great rally-drivers. Amongst past winners you'll find the names of Makinen, Mikkola, Alen and Vatanen who have all left their mark on the world's fastest rally. Each year, the average speed of the winner varies between 110 and 120 km/h, come rain or shine!

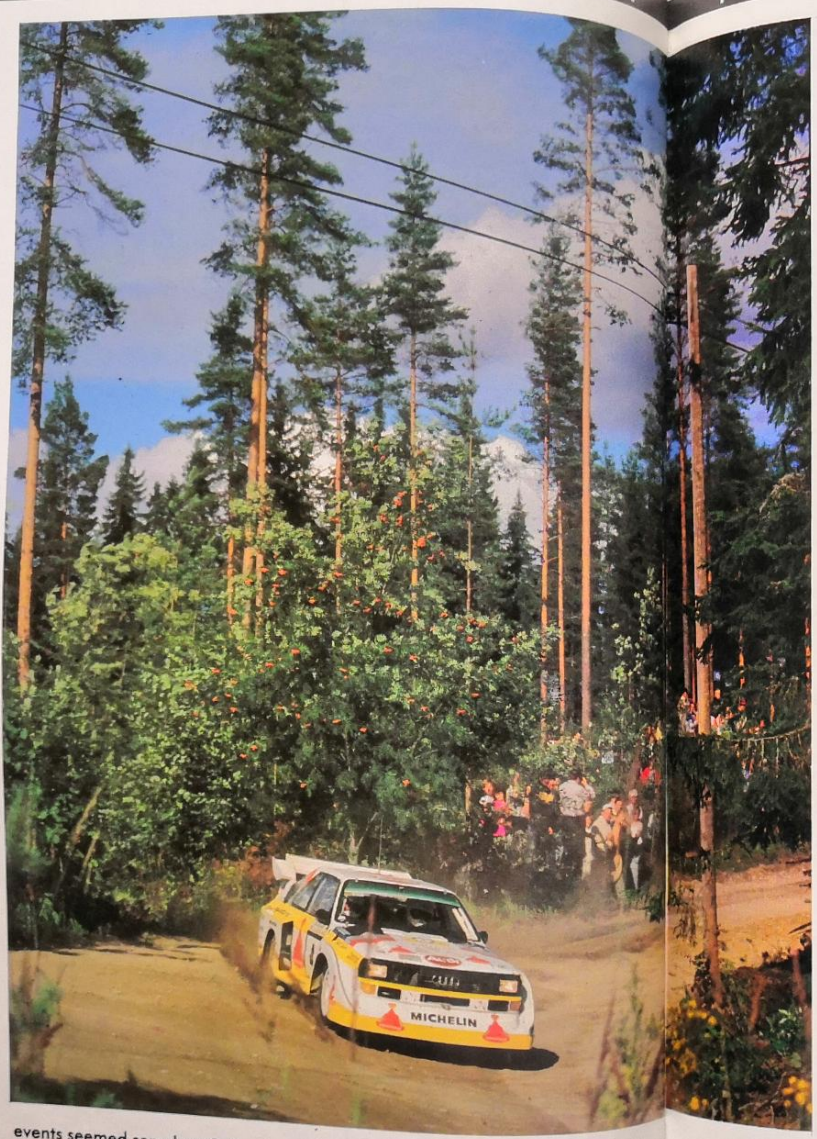
Over the last few years, Timo Salonen has always finished well placed but, without the right car, he could never really hope to take overall victory. Over there, an honorable placing means nothing or, rather means that one has failed to win. The Finns admire only winners, those that have proved that they are the best. The "also-rans" are totally ignored. It's up to them to prove that they are capable of winning next time.

With Ari Vatanen on the sidelines, Peugeot had authorised Salonen to tackle the rally as he saw fit. For Timo it was the chance of a lifetime to compete on *his* rally, over *his* jumps, through *his* forests and amongst *his* lakes with the most competitive car of the moment. He knew that he was favourite to win. The other drivers knew it too but that didn't stop the likes of Markku Alen, Hannu Mikkola or Stig Blomqvist from trying. They were all aware that Salonen is only human and can make mistakes like the rest of us.

The Peugeot driver, normally so calm and relaxed before the start of most events seemed somehow furtive in Finland, anxious not to lose his concentration even for a fraction of a second. The stakes were too high. He may never get such a chance to win the Thousand Lakes. For once, his untiring sense of humour had given way to another Timo Salonen, now tense and serious. Challenged by journalists and other rally followers in the main hall of the Rantasipi Hotel, Rally HQ, he refused to comment on his chances, brushing aside confident predictions that he was sure to win the event. So near to their respective goals, both he and Peugeot just wanted to get it all over with, although 'Droopy' (Salonen's nickname) almost certainly had his thoughts on the final outcome of the 1000 Lakes. The World Championship could wait for a while.

In order that the Finn could forget about team tactics, Jean Todt had called upon the back-up services of Kalle Grundel, currently causing havoc in the German national rally championship with his Peugeot 205 Turbo 16. The Swedish driver was under instructions to finish in the points, no more, no less. At all costs he was to finish. A single point would be enough to give Peugeot the constructor's title.

In the Lancia camp, whilst no official instructions had been given, it was fairly obvious that Alen would try to keep up with Salonen, whilst Henri Toivonen, making his return after his high-speed accident on the Costa Esmeralda five months ago, would be looking to get back to World Championship form.



Audi were beaten, Stig Blomqvist only by 40s.

THE FINNISH GRAND PRIX

As the start of the Thousand Lakes approaches, you can feel the tension mount amongst the drivers, a build up of energy in each of them which will shortly be released, an uneasy calm as time for battle draws nearer. This year, things were no different. Only Blomqvist and Waldegaard seemed immune to all that. But then, they are Swedes. Works drivers and novices alike, the Finnish competitors prepare themselves psychologically for the fight to come, a fight against an unpardonning terrain, against themselves, against each other. Every man for himself. Flat out from start to finish.

And the sense of fear in all that? In spite of the ever improving performances of today's Group B cars, they don't seem to be aware of it. Their minds are fixed on one thing only. The final result is all that counts and the possibility of danger is forgotten. They talk of Bettega's recent death and of Ari Vatanen's near fatal accident as a risk of the trade. Not for a moment does that inherent risk make them take their foot off the accelerator, never do they seem affected by all that. They all claim that they know the stages by heart. Time after time, they go over the route in their heads, reliving the ideal trajectory to the nearest inch through each bend. If ever you get the chance to see them in action over there, you'll quickly realise that they're not bluffing. The only safety net that these amazing acrobats use is the constant flow of pacenotes from their co-drivers.

"They are reassuring if ever one forgets a section of the stage," admits Salonen. His regular co-driver, Seppo Harjanne, does not agree, however. *"Like all the drivers here, Timo sincerely believes that he can remember each jump, each bend. But it's just an illusion and, without notes, he would be completely lost. With today's cars, the road comes at you so incredibly quickly, like a speeded up video game. You just wouldn't believe it. You've got to anticipate non-stop and even the slightest of hesitations could have serious consequences. We tend to work like machines inside the car despite being thrown around inside the cockpit and despite having the breath blown out of us each time we land after a jump. We've each got to be 100% reliable. The smallest of errors could mean a big accident."*

From what Seppo says, it would appear that the phenomenon of fear does exist amongst the drivers, it's just that they refuse to openly admit it. It is possibly just as well in Finland where speeds of up to 198 km/h were recorded by a police radar on one stage!

Juha Kankkunen flew off to a brilliant start but was forced to retire.

The Format

This year saw the 35th running of the classic 1000 Lakes rally. Fifty special stages, totalling 458 km, were programmmed out of the total distance of 1408 km. The event was divided into 5 legs but the rest-halts between each one were so short that the rally took on the aspect of a long sprint. Given the motivation of all the Finnish drivers to do well, there was a great deal of on-the-limit driving. So much so, in fact, that one could be forgiven for thinking one was watching a Grand Prix. All the stages were on gravel roads of extremely high quality. The fast bends and all those infamous jumps gave a three — dimensional feel to driving styles.

Team by Team

Out of the 188 crews entered, only 176 actually took the start. Arikkala was one of those non-starters, having planned to do the rally with a privately entered Lancia. Peugeot, for the first time, were using exclusively the latest evolution 2 version of the 205 Turbo 16. Salonen/Harjanne and Grundel/Dieckmann were representing the French manufacturer. The cars were not fitted with the new power steering which will probably be used for the first time on the San Remo. A lot of work had been devoted to the suspension in order to make things easier for the drivers over jumps, a problem for cars with centrally-positioned engines. Salonen chose to use a 1/3: 2/3 front/rear drive ratio whereas Grundel opted for 45%-55%.

Similarly to their French rival, the two official Audis entered were both the latest versions, the Audi Sport Quattro S1, for Mikkola/Hertz and Blomqvist/Cederberg. Despite its power advantage (450/500 bhp) the S1 is still a heavy car, weighing in at 1200 kg. As in Argentina, water-cooled brakes were featured. There were a number of privately entered Quattro A2s present. Per Eklund had one, as did local hopes Jari Niemi and Tomi Palmqvist. Swedish drivers, Ericsson and Petersson, had entered with a Group A Audi Quattro 80s and they would be up against locals, Lindholm and Arpiainen, in similar cars.

Toyota usually make the outing to Finland and this year was no exception. Two Celica Twin Cam Turbos (360 bhp) were brought along for Kankkunen/Gallagher and Waldegaard/Thorszelius. Mazda had entered a Group B RX7 for Minna Sillankorva and there were two official Group A VW Golf GTis for Kleint/Hohenadel and Wittmann/Hinterleitner. Two other competitive Golfs were in the hands of Finnish national champion, Antero Laine, and for the Swedish hope, Lars-Erik Thorph. Another candidate for victory in Group A was the Fiat Ritmo 130 Abarth of Mikaël Sundstrom.

Both the Swedish and German Junior teams were present.

The Rally

The first stage of the rally was basically for spectators, set in the immediate vicinity of Jyvaskyla, at Laajavuori. Mikkola, Toivonen and Grundel all had moments on the stage, Mikkola losing the least time after hitting a post with the rear left wing of his Quattro S1.

Toivonen tried to set his Lancia up for a right hander just after a jump but got it all wrong. The front wheels blocked and the Finn went straight on instead of turning, severely damaging the front end of his car in the process. One and a half minutes were lost on the 4.28km stage and a further 20 minutes were required for repairs on the next road section. Fortunately, on the 1000 Lakes, a minute's lateness at time controls means only 10 seconds penalty. Grundel, too, was to profit from this rule after damaging his Peugeot 205 Turbo 16 following a bad landing from a jump. His car needed 22 minutes for repairs on the next road section, a penalty of 3m40s. Grundel's Peugeot was gradually put right at successive service halts whilst Toivonen's Lancia, the chassis twisted, was to suffer throughout the event.

While all that was going on, Salonen was fastest on that first stage, 6s ahead of Markku Alen, 7s ahead of Blomqvist and all of 17s faster than Mikkola, Kankkunen and Eklund.

During the following stages, it was clear that Salonen was not going to be able to take things easy. Only once, when Kankkunen beat Mikkola by 1s on 552, did anyone either than Salonen, Alen, Mikkola or Blomqvist finish in the top four of the ten stages that made up the first leg. Rally leader after that first leg was Alen, whose Lancia led Salonen's Peugeot by 7s, Blomqvist's Audi by 19s, Mikkola's similar car by 30s and the Toyota of Kankkunen already trailing by 2m19s. Eklund, Waldegaard and Group A leader, Sundstrom, followed. Toivonen was 9th and Grundel, 13th. The Audi Quattro of Lampi and Palmqvist were already out with engine problems.

The heavy rain which had fallen throughout the first leg finally stopped but the sandy stages north of Jyvaskyla did not dry out fast enough for Markku Alen to further his lead. Four wheel drive was essential in these conditions and Salonen managed to snatch the lead on SS12. In fact, the Peugeot driver was fastest on 6 of the 8 stages that made up the second leg and one had the impression that nobody was going to be able to stop him from winning. Mikkola turned out to be the most dangerous rival for Salonen but the Audi driver was given a 30 second penalty after having to push his car out of parc fermé. Kankkunen damaged his rear axle on SS15 when he hit a rock, whilst Toivonen and Grundel continued their climb back up the leaderboard. Positions at the end of the second leg were; Salonen, 47s ahead of Blomqvist, 56s ahead of Alen and 1m06s ahead of Mikkola, followed by Eklund and Waldegaard.

Grundel took his first fastest time of the rally on the tarmac stage in the streets of Jyvaskyla. Mikkola tore off a rear wheel on SS21. Only 30 seconds were lost on the stage but a further 2m40s road penalties were incurred after the Audi mechanics changed the suspension, the drive shaft and the differential. That was not to be the end of his worries. An oil leak began to slow the Quattro S1 before provoking a number of fires in the engine bay on SS31, at the end of which Mikkola retired. Salonen was not able to slow his pace on the third leg. The two-wheel drive of Alen's Lancia was proving to be a great handicap for Alen but Blomqvist lost only 21 seconds to the Peugeot driver over the leg.

Then, as he has so often proved this season, Salonen is a master in the art of controlling events. Indeed, he was fastest on only two of the 15 stages of the fourth and last leg yet increased his lead over Blomqvist by a further 12 seconds. With four stages remaining, the rally, and the World Championship, was in his pocket. Behind him, a number of battles were going on. Blomqvist and Alen seemed resigned to 2nd and 3rd place respectively but Grundel and Toivonen had both managed to get past Eklund and Waldegaard to take 4th and 5th. Engine and gearbox problems, followed by a slight off for the Lancia driver had allowed Grundel to get ahead but the Finn was not prepared to leave things there and the two drivers went into the final stage on level terms. Toivonen was fastest on the 6.54km stage, taking 4th place by just 2 seconds.

Eklund and Waldegaard finished 6th and 7th, ahead of the two Swedish hopefuls, Ericsson (Audi 80 Quattro) and Thorp (VW Golf GTi) who were respectively first and second in Group A.

In Short

* Average speed of the winner (over the fifty stages) of the 1000 Lakes was 109.666 kmh.

* Michèle Mouton was spotted in Finland. Come to keep in touch with the personalities of the World Championship scene, she followed with interest the performances of her colleagues.

* Like Markku Alen, Henri Toivonen is starting to slip more and more Italian phrases into his English, giving gems like "10, maximum feeling con acceleratore."

Battle Royal For Group A

The main contenders for Group A honours in Finland included some of Scandinavia's brightest hopes for the future. Early leader was Mikaël Sundstrom, winner of the category on the Lombard RAC last year. The 27 year old Finn got off to a great start with his Fiat Ritmo 130 Abarth and, at the end of the first leg, was lying 8th, just behind Björn Waldegaard. Swedish driver, Lars-Erik Thorp was, however, only 26 seconds behind at this stage and, indeed, it was he that inherited the Group A lead when Sundstrom was forced to retire on SS22 with clutch failure.

The VW Golf GTi of Thorp has under constant pressure from the Audi 80 Quattros of compatriots, Mikaël Ericsson and Gunnar Pettersson. Pettersson, 35 years old but on his first ever 1000 Lakes, thrilled spectators with his spectacular yet precise style before retiring on SS39 with a broken engine.

After Sundstrom's retirement, Thorp managed to keep a steady 30 seconds lead over Ericsson until experiencing suspension problems on SS38, losing 37 seconds. Thereafter, minor problems stopped him from coming back at the Audi driver and only 35 seconds seperated the two at the end of the rally.

Mikaël Ericsson and Lars-Erik Thorp are both aged 24, were each taking part in the 1000 Lakes for the third time and are considered as Sweden's most promising young drivers. As far as their rallying careers are concerned, Thorp probably has the edge.

Mikaël Sundstrom has already got his foot in the door, representing Peugeot in the British Open Championship with a 205 Turbo 16 and, despite his age, Gunnar Pettersson still hopes to make it to the highest level. After all, Kalle Grundel was the same age when he began to compete regularly outside of his native Sweden.

THE RALLY

Markku Alen can't wait to get behind the wheel of a Delta S4! The turbulent Finn put in some superb driving to stay amongst the first three. Well done, son!

TIMO FAULTLESS

As the starting flag is raised, the moment has come for all that nervous tension to be released or, rather, to be transformed into the burning desire to win. Drivers, co-drivers and cars set off for a 36 hour sprint, practically non-stop and flat out all the way, their ardour taking them to the limit at every moment. It has to be seen to be believed. It's a cliché, I know, but it's like a speeded up film and I, for one, just can't watch enough of it. It's a shame that the reel will come to an end on the Sunday morning. It's art at its highest level, exploit after exploit. But, as Seppo Harjanne predicted, the smallest of faults do not go unpardonned. Ask Grundle and Toivonen. Both were to leave the road on the first stage, their only fault being that they were trying just a little too hard.

On no other World Championship round do short stages follow on from each other at such an intense pace. You've hardly got time to breath in between, and the main contenders remain within seconds of each other throughout the 458 km of special stages. Salonen, however, did not lose sight of his goal for one moment. In the end, his rally tactics could not be faulted, in a similar manner to team-mate Ari Vatanen, just one year earlier with the same car. The only difference was that Salonen sprayed the crowds at the finish with champagne. Ari, of course, had celebrated Peugeot's first victory with a glass of milk.

Jean Todt, boss of the Peugeot steamroller, was even seen with a satisfied smile on his face, albeit discreet at the finish, as he disappeared into the Peugeot motor-home, leaving Timo and Seppo to relish that delightful moment as winners of *their* rally.

This, the tenth victory of the Peugeot 205 Turbo 16, will probably go down as the most important, securing, as it did, two World Championship titles for the French manufacturer. For the devoted members of the Peugeot 'Droopy' team, it means his name will go down as one of the winners of the *Jyvaskylan Suurajot*. Overnight, he has become the hero of a budding generation of "Flying Finns" who will dream, they too, of the day when they will become one of the great rally drivers of the world. ■

Ten out of Ten for Presentation

The level of presentation of the two works Lancia Rallys in Finland was quite something. Inside the cockpit, a lot of attention had been paid to detail, right down to the finishing of the dashboard and the metallic grey paintwork.

"*The rallies department at the Abarth workshops have not had a great deal to do recently,*" explained Giogio Pianta. "*The mechanics came and asked me if they could prepare the cars as they saw fit. They're all experienced guys so I didn't see any reason why I shouldn't let them. They always take pride in their work.*"

The two cars weren't all that new, either. Markku had already driven his in Portugal... in 1983. Since then, the car hadn't been used! Toivonen's was the one he was driving when he had his accident on the Costa Esmeralda. The chassis had been straightened and the rear tubular section had been replaced.

The Helicopter Debate

One of the issues raised in Finland was the future role of helicopters on rallies. During the pre-rally Peugeot press conference, Jean Todt repeated his demand that the FISA lift its ban on helicopters on rallies, which is due to come into effect for 1986, if only for security reasons.

Journalist, Mike Greasley, asked him whether he would be prepared to organise his own helicopter medical help service if ever the FISA didn't change its mind. "*If helicopters are banned, then they should be banned for all purposes,*" was the gist of his reply, a reply which corresponds with the Frenchman's stand in the debate but which seems a little cold insomuch as only helicopter service crews are to be stopped. In fact one solution would simply be to ban servicing on stages.

Mike Greasley went on to put the same question to Roland Gumpert. The Audi boss answered that he would be happy to pay for such a service if that would help improve security for competitors, adding that he was for the idea of banning servicing on stages.

Despite the altruistic nature of Gumpert's answer, he does have his own interest in the matter. He is aware that his cars were 'less' designed for competition purposes than the Peugeots, the Lancias and the other new generation cars. As a result, service interventions are often more difficult and longer. To ban helicopters would be to his advantage or, rather, would reduce his handicap in comparison with the others in certain circumstances. It shouldn't be forgotten that it was Audi that introduced the widespread use of airborn servicing, until then restricted to African-style rallies.

Perhaps one argument in favour of choppers would be the present trend of rallying towards being a spectator sport. It would be difficult to argue against their use on the grounds of cost, since this really only represents a very small part of the major teams' budgets. On the other hand, it is clear that there is a need for an airborn medical back-up on World Rally Championship rounds. Perhaps such a facility could be jointly financed by the top teams as a result of the savings that would result from a ban on servicing on stages.

Vatanen Out Of Danger

"*This is Ari calling. Good afternoon...*" Ari Vatanen telephoned his congratulations to his friend, Timo Salonen, during the Peugeot press conference after the 1000 Lakes Rally. After also congratulating Jean Todt and the entire Peugeot Talbot Sport team, Ari went on to say, "*Don't worry about me. I'm feeling fine.*"

As everybody knows, Ari Vatanen very nearly met with death on the recent Rally of Argentina. There were doubts about his chances of survival during the two days after his accident and also on his return to Finland where he underwent a six hour-long operation to treat serious breathing difficulties. The Finnish driver was given artificial respiration for four days. Then, just as everyone thought that his condition was improving, doctors discovered brain problems which necessitated the intervention of a famous French specialist. Thankfully, these problems did not last long and Ari is now as fit as can be expected in the circumstances and a number of people are predicting that he will be back in the driver's seat of a rally car in time for the start of the 1986 season. Jean Todt also underlined what Ari had declared before the start of the Rally of Argentina and which, consequently, went unnoticed after the accident: the Finn had no intention of leaving Peugeot, not even for Ford.

TECHNICAL DATA

35th 1000 Lakes Rally.
Date: August 23-25, 1985.
Ninth round of the World Rally Championship for drivers and makes.
Start and Finish: Jyvaskyla (Finland).
Route: 1,407.73 km, 50 stages were planned and run (458.01 km). Forty nine stages were on loose tracks and one on tarmac. Two legs, the second of which was divided into four sections.
1st leg: Jyvaskyla-Jyvaskyla, Friday August 23, at 18:00 to Saturday August 24, 0:30, comprising 10 stages (94.74 km).
2nd leg: Jyvaskyla-Jyvaskyla (1,093,82 km), comprising 40 special stages (363.27 km).
Entries: 188. **Starters:** 176; **Finishers and Classified:** 83.
Weather: Rain during most of the first leg and then dry until the finish.

FOR THE RECORD

Peugeot crowned 1985 World Rally Champion • Timo Salonen crowned 1985 World Rally Championship driver • Tenth World Rally Championship win and seventh this season for the Peugeot 205 Turbo 16 • Timo Salonen and Seppo Harjanne scored their fifth win of the season •

FEATURES

Timo Salonen had his first win at the 1000 Lakes • Kalle Grundel's first drive for Peugeot in a World Championship event • First World Constructors' title for Peugeot • First World Championship title for Timo Salonen •

PAST RESULTS

(Last ten editions.)
1975: Mikkola/Aho (Toyota Corolla)
1976: Alen/Kivimaki (Fiat 131 Abarth)
1977: Hamalaipen/Tiukkanen (Ford Escort RS 1 800)
1978: Alen/Kivimaki (Fiat 131 Abarth)
1979: Alen/Kivimaki (Fiat 131 Abarth)
1980: Alen/Kivimaki (Fiat 131 Abarth)
1981: Vatanen/Richards (Ford Escort RS 1 800)
1982: Mikkola/Hertz (Audi Quattro)
1983: Mikkola/Hertz (Audi Quattro)
1984: Vatanen/Harryman (Peugeot 205 Turbo 16)

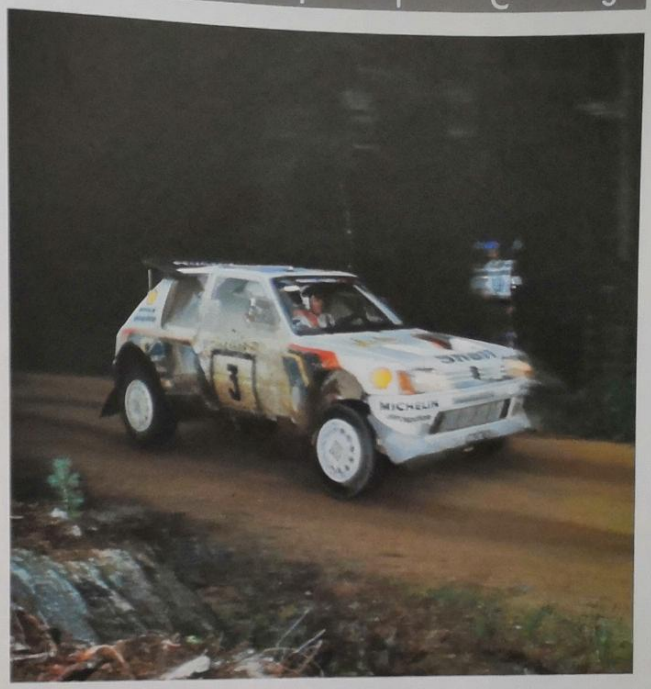
SUCCESSIVE LEADERS

SS 1-SS4: Salonen.
SS 5-SS 11: Alen.
SS 12-SS 50 Finish: Salonen.

WORLD RALLY CHAMPIONSHIP (Makes)

(Results after nine of twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina and 1000 Lakes. Eight best results only.)

Peugeot	18	18	18	(6)	16	18	18	18	18	= 142 (148)
Audi	16	16	14	–	–	16	14	16	16	= 108
Nissan	–	–	4	14	–	12	8	12	–	= 50
Renault	6	–	–	–	18	–	–	14	–	= 38
Lancia	8	–	16	–	–	–	–	–	14	= 38
Toyota	–	–	10	18	–	–	–	–	6	= 34
Porsche	–	–	–	–	14	10	–	–	–	= 24
Ford	–	–	8	–	–	–	6	7	–	= 21
Mazda	–	6	–	–	14	–	–	–	–	= 20
Subaru	–	–	–	9	–	–	11	–	–	= 20
VW	–	–	–	–	–	10	–	9	19	= 19
Opel	–	4	12	–	–	–	–	–	–	= 16
Alfa Romeo	–	–	–	–	14	–	–	–	–	= 14
BMW	–	–	–	–	9	–	–	–	–	= 9
Chevrolet	–	–	–	–	–	–	–	9	–	= 9
Talbot	–	–	–	–	–	8	–	–	–	= 8
Citroën	4	–	–	–	–	–	–	–	–	= 4



MAIN RETIREMENTS

Palmqvist/Saarinen (Audi Quattro), Cylinder head gasket on SS 3. **Lampi/Kukkala** (Audi Quattro), Cylinder head on SS 5. **Poysti/Savolin** (Opel Ascona), Transmission on SS 5. **Walfridsson/Barth** (Volvo 240 Turbo), disqualified on SS 11. **Laine/Virtanen** (VW Golf GTi), Engine after SS 11. **Ahlin/Björklund** (Opel Ascona), Engine on SS 13. **Kankkunen/Gallager** (Toyota Celica Twin Cam Turbo), rear axle on SS 15. **Sudstrom/Silander** (Fiat Ritmo), Clutch on SS 23. **Mikkola/Hertz** (Audi Sport Quattro S1), Engine on SS 31. **Petterson/Melander** (Audi 80 Quattro), Engine after SS 38.

FINAL RESULTS

1. Salonen/Harjanne (Peugeot 205 Turbo 16) 4 hours 10 m 35s (1st Group B).
2. Blomqvist/Cederberg (Audi Quattro) 4 hours 11m 23s.
3. Alen/Kivimäki (Lancia Martini) 4 hours 14m 14s.
4. Toivonen/Piironen (Lancia Martini) 4 hours 22m 01s.
5. Grundel/Diekmann (Audi Quattro) 4 hours 23 m 08s.
6. Eklund/Berglund (Audi Quattro) 4 hours 23m 08s.
7. Waldegård/Thorzelius (Toyota Celica Twincam Turbo) 4 hours 30m 08s.
8. Ericsson/Reinhard (Audi 80 Quattro) 4 hours 37m 51s (1st Group A).
9. Torph/Svanstrom (VW Golf GTi) 4 hours 38m 26s.
10. Lindholm/Petterson (VW Golf GTi) 4 hours 49m 02s.
11. Kleint/Hohenadel (VW Golf GTi) 4 hours 49m 02s.
12. Wittman/Hinterleitner (VW Golf GTi) 4 hours 51m 22s.
13. Sohlberg/Jääsalo (Audi Quattro) 4 hours 51m 41s.
14. Morin/Hallberg (Opel Ascona 1200) 4 hours 52m 44s.
15. Sillankirva/Vainio (Ford Escort RS) 4 hours 56m 56s.
28. Hamäläinen (Ford Escort RS Turbo) 5 hours 17m 39s (1st Group N).

WORLD RALLY CHAMPIONSHIP (Drivers)

(Results after nine of twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina and 1000 Lakes. Eight best results only.)

Salonen	12	12	20	(4)	–	20	20	20	20	= 124 (128)
Blomqvist	10	15	10	–	–	15	10	–	15	= 75
Vatanen	20	20	–	–	–	–	15	–	–	= 55
Röhrl	15	–	12	–	–	12	–	–	–	= 39
Saby	–	–	–	–	15	–	–	–	–	= 23
Kankkunen	–	–	–	20	–	–	–	–	–	= 20
Ragnotti	–	–	–	–	20	–	–	–	–	= 20
Mehta	–	–	–	–	10	–	10	–	–	= 20
Waldegaard	–	–	–	15	–	–	–	–	4	= 19
Biasion	2	–	15	–	–	–	–	–	–	= 17

11. Mike Kirkland (EAK) and Henri Toivonen (SF) 16, 13. Wilfried Wiedner (A) and Ingvar Carlsson (S), 15. Per Eklund (S) 14, 16. Bernard Béguin (F), Carlos Reutemann (RA) and Markku Alen 12, 19. Hannu Mikkola (SF), Rauno Aaltonen (SF), Billy Coleman (EIR) 10, 21. Kalle Grundel (S), Werner Grissmann (A), Erwin Weber (D), Yves Loubet (F), Saeed Al Hajri (Q), Malcolm Stewart (NZ) and Ernesto Soto (RA) 8, 28. Mikaël Ericsson (S) 7, 29. Gunnar Petterson (S), José Miguel (P), Alain Ambrosino (CI), Bertrand Balas (F), Achim Warmbold (D), Reg Cook (NZ) and Mario Stillo (RA) 6, 36. Dany Snobeck (F), Carlos Bica (P), Jean-Paul Bouquet (F), Inky Tulloch (NZ) and Jayant Shah (FAK) 4, 41. Jean-Claude Andruet (F), Santinho Mendes (P), Yasuhiro Iwase (EAK), Camille Bartoli (F), Georges Moschous (GR), Possum Bourne (NZ) and Filho Bordin (BR), 3, 48. Mats Jonssan (S), Jorge Ortigao (P), Ashok Patel (EAK), Jean-Jacques Paoletti (F), Franz Wittmann (A), Jim Donald (NZ), Federico West (U) and Lars-Erik Torph (S), 2, 56. Maurice Chomat (F), Kenneth Eriksson (S), Pedro Leile Faria (P), Carlo Vitulli (EAK), Patrick Bernardini (F), Strassino (GR), Tony Teesdale (NZ), Luis Etchegoyen (U) and Sebastian Lindholm (SF) 1. (64 classified drivers.)

Kalle Grundel (Peugeot 205 T16) André Marzoli

GRUNDEL HAD HIS FIRST RALLY WITH THE OFFICIAL PEUGEOT TEAM. HE DISPLAYED SOME IMPRESSIVE SKILLS AFTER AN OFF

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GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

by Zoe Trumper Photos Pro One

A NEW BATCH OF CHAMPIONS

Where have all these new winners come from? There are drivers whose burgeoning talents have marked them as potential champions for 1 or more years, but as many drivers are making their first appearance on the winners rostrum this year as there are Grands Prix to win.

Some may like to put it down to the absence of old regulars who are winning Grands Prix to the exclusion of everyone else for 5 years or more : 1982 World Champion Roger Jenkins, 1984 World Champion Renato Molinari, the late Tom Percival and others who have returned from the limelight.

But there remain old faithfuls from "that era" too: 1980 World Champion Bob Spalding, 1979 World Champion Cees van der Velden, American Barry Woods. And none of these are by any means stealing the show. Indeed, besides Spalding for whom 1985 has represented a remarkable turn around in his fortunes, the others can be excluded as a risk for the Championship title this year.

The young Swede Bertil Wik, fresh from Formula Grand Prix, the popular American Benny Robertson who has worked his way through the classes since the tender age of 10 years old, the cool and calculating Dutchman Arthur Mostert, Gene Thibodaux who is almost unbeatable in calm water, and the Italian Kicco Vidoli who is now succeeding to channel his previously erratic high flying style into a more consistent race. Not just the champions of the future, champions of the present! All have claimed their first ever Formula 1 victory in 1985, all are still perfectly capable of claiming the title to the Champion Spark Plug Formula 1 World Series.

There is perhaps one factor that has accelerated these young daredevils' capabilities: hard cash. Promoters of the World Series for these 140 miles per hour power machines on the water, Pro 85, have pulled into the rapidly expanding sport a plethora of sponsors, enabling teams to make on young talent and equip them with winning rigs. No longer is a shoe string budget, 2 year old boat and carefully nursed powerhead a common sight.

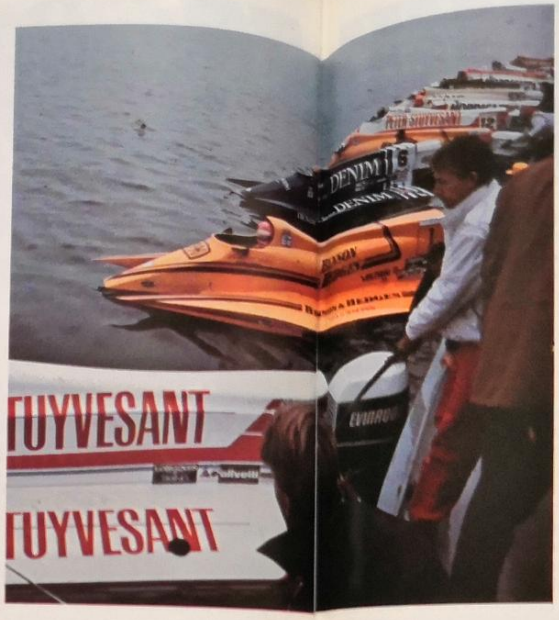
Still more drivers are hanging onto these high speed pilots "transoms", waiting to take advantage of their every mistake and ready for their own trip to the winner-circle. Just 4 races to complete the Champion Spark Plug F1 World Series, and no-one has a clear run home yet.

Sunshine and Belgium Mediteranean weather! There was a crowd of 50,000 spectators watching the race.

Pro 85 work round the clock to set up and later dismantle the comprehensive entertainment and press facilities on hand at every European Grand Prix.

BERTIL WIK, THE AYRTON SENNA OF POWERBOATS?

"I JUST PUSHED MY FOOT DOWN HARDER," WAS HIS ONLY COMMENT ON THE WHYS AND WHEREFORES OF HIS SUCCESS. BUT BERTIL WIK HAD OUTSMARTED DRIVERS WHO HAD BEEN WINNING GRANDS PRIX WHEN HE WAS STILL IN SCHOOL, TO TAKE THE CHEQUERED FLAG AT THE ANTWERP GRAND PRIX.



Fifteen power machines point their noses to the wind, waiting in tense anticipation for the green light.

Jubilant drivers Wik, Spalding and Salabert, receive Maxim Champagne and their trophies from Nashua boss Mr. Debosschere.

Two young aces: Wik (12) and Rothermel (15). Nashua team member Rothermel must sort out handling problems with his craft before racing with the front runners.

Are we destined to suffer bitter winds and rain for every European race in the Champion Spark Plug F1 World Series? As crews rolled up for the Nashua Grand Prix of Belgium, they were greeted by a vision of yet another race course whipped up by the wind. This time, however, the water looked even more dicy. The site of the course was on the river Schelde in the heart of Antwerp, a stretch of water that rises and falls six metres with every tide!

It was an ambitious project the promoters of the Champion Spark Plug F1 World Series had instigated, and managing director of Pro 85 was hard pressed to convince teams that the swirling mass of water would calm sufficiently at low tide to race. But, to everyone's surprise, the Belgian was proved right. And as the wind died down on Saturday afternoon, lap speeds also fell during practice, from 44 seconds to as low as 38s.

"*Absolutely no problem at all,*" insisted Bertil Wik, in response to a query from Haig Whiskey driver Ben Robertson who was eyeing the course doubtfully. "*The boat was handling it beautifully though there were a few rollers to watch out for I suppose,*" the Swede added as an afterthought. It was not Wik, however, who was to set the pace for the Nashua Grand Prix, but his Peter Stuyvesant partner, Bob Spalding. The Englishman set one time during qualifying, was clearly off the mark, came back in and made some adjustments, then flew around the turbulent course at a scorching 162.63 kph, knocking over 3.5 seconds off his first time, and claiming pole position with more than half a second to spare.

Dutch Benson and Hedges driver Cees van der Velden didn't even bother trying to challenge it. "*I can't justify taking the extra risk it would need just to get the pole,*" said van der Velden, "*anything one can do from pole can be done from the second position as well.*"

4.45 pm, low tide, the water as calm as it had been all weekend. The green light flashed up, thirteen Johnson and Evinrude powered boats flinging spray into the air as they headed straight for the first turn on the 1200 metre course. But the boats of two dejected Brits were already being swung back into the pits. Nashua driver Andy Bullen had put a piston through the side of his Johnson V8 in a warm-up lap, and Rick Frost, the devil-may-care Denim ace who gave Bob Spalding such a hard run for his money in London, seemed to have shorted out his electrics after taking in a lot of wash.

Ignoring the drizzle and approaching fog, more than 45,000 people lined the banks of the Schelde to see the normally quiet river explode into action, and none cheered louder than a certain group of ecstatic newly converted powerboat groupies in one of the hospitality areas of the comprehensive 'VIP Village'. Already happy with their win in London, the guests of the new sponsor Peter Stuyvesant could hardly believe their eyes as not one but two of their boats streaked past the grandstands.

Spalding had made full use of pole position to reach the turn-buoy with all other boats hot on his heels, but it was his young team-mate Wik who kicked his heels out and fairly screamed past Salabert, Frost and van der Velden to fall into line behind Spalding.

As these two rapidly drew away from the pack, Frenchman François Salabert was flinging his Johnson V8 powered Benson and Hedges boat around the corners and making a remarkable recovery from a seventh position in the opening lap. First Kennedy, then Robertson and Vidoli succumbed to the charging craft and next in was Salabert's own team manager van der Velden who was relegated to fourth as the jam manufacturer's son from Toulouse began the chase to the front two catamarans.

All was by no means finalised at the head of the pack, for Wik was steadily gaining on the current Championship leader and as they raced into the seventeenth lap, the two boats were running just yards apart. There was clearly no advantage for either of them to make a battle out of it and risk eliminating one or both, so it was Wik who slipped ahead and into a comfortable lead.

After a brief four laps of being ousted by Robertson, Salabert took up his third position once more when the American stopped on the course, and rapidly closed up on the Englishman, until he was hanging on to his transom on the twenty-second lap. Two laps later, the Frenchman made his move. Taking the outside line he shot around the turn-buoy, Spalding on his inside, took it a little too fast and flipped over sideways: a classic barrel-roll.

Dripping wet but unhurt, Salabert emerged from under the upturned boat, bewailing the second place that was all but in the bag. But the race had been stopped, and enough has been completed to allow the results to stand, so Salabert was allowed to keep his third place, results being taken from the lap prior to the accident! A queer twist in the rules that is unlikely to be in operation for much longer.

Two point-less races for the talented Robertson had slipped him back into a weak tie for second place on the points table, whilst the 1980 World Champion Bob Spalding, the man everyone expected to retire last year, becomes progressively more difficult to beat. ■

Looking for revs. Lasse Ström prepares for his first race in a safety capsule-equipped cockpit.

TIME TRIALS

	time (sec)	speed (kph)
1. Bob Spalding (GB)	37.63	162.63
2. Cees van der Velden (NL)	38.14	160.46
3. Rick Frost (GB)	38.19	160.25
4. F. Salabert (F)	38.46	159.12
5. Bertil Wik (S)	38.48	159.04
6. Enrico Vidoli (I)	38.67	158.26
7. B. Robertson (USA)	39.03	156.80
8. Gene Thibodaux (USA)	39.07	156.64
9. Art Kennedy (USA)	39.41	155.29
10. A. Mostert (NL)	39.44	155.17
11. Mark Rotharmel (CAN)	40.55	
12. Fred Steinberg (D)	41.94	
13. Lasse Strom (S)	43.59	
14. A. Hakkinen (FIN)	48.21	
15. Andy Bullen (GB)	no time	

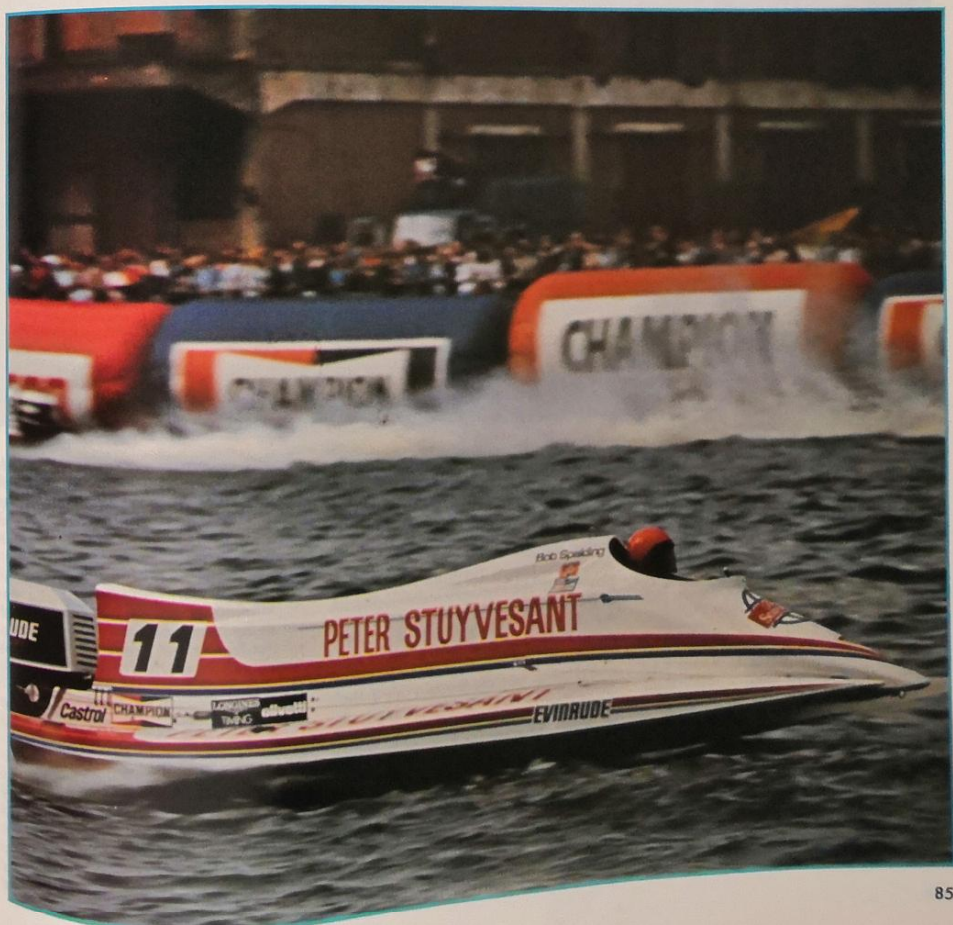
GRAND PRIX RESULTS

1. Bertil Wik (S) Peter Stuyvesant/ Hodges/Evinrude	9 pts
2. Spalding (GB) Peter Stuyvesant/ Hodges/Evinrude	6 pts
3. François Salabert (F) Benson & Hedges/Velden/Johnson	4 pts
4. Cees van der Velden (NL) Benson & Hedges/Velden/Johnson	3 pts
5. Enrico Vidoli (I) Nordica/Molinari/ Evinrude	2 pts
6. Art Kennedy (USA) Nordica/ Molinari/Evinrude	1 pt

SPALDING'S SUCCESS WITH INCHES TO SPARE?

ANY THOUGHTS DRIVERS MAY HAVE HAD ABOUT RETURNING FROM THE TURBULENT WATERS OF AMERICA TO THE CALM RACE COURSES OF EUROPE WERE PROMPTLY QUASHED AT THE ROYAL VICTORIA DOCKSIDE IN LONDON. A STRONG WIND BLOWING DOWN THE DOCK COURSE HAD RACE BOATS AND RESCUE CRAFT ALIKE STRUGGLING TO MAINTAIN CONTROL DURING PRACTICE SESSIONS FOR THE LONDON GRAND PRIX, THE EIGHTH ROUND IN THE CHAMPION SPARK PLUG F1 WORLD SERIES.

Bob Spalding flying to his second victory this year.



G.P. of London: Bob Spalding has almost the World title in his pocket.

Enrico Vidoli (Italy)

François Salabert (F)

"I really don't feel happy getting used to a new boat in this kind of water," said American Robertson, current leader in the Championship, who had just taken delivery of a safety cockpit-equipped Velden. But the N.A.I.U. team driver nevertheless strapped himself in and gingerly put the nose into the wind. A couple of careful laps later, Benny put his foot to the floor and flew the boat across the white caps.

Back in the pits, he shook the boat designer's hand in delight, *"There's no boat I've ever run before that could have handled those conditions at top speed!"* enthused the American, *"straight into the wind and foot full down... great!"*

Vander Velden himself was looking just about as smug. The Dutch Benson and Hedges team manager was finally admitting that the boat he ran in all the American races had proved too much of a handful. Equipped with a new catamaran for the London race, the Dutchman, tipped as favourite to win the 1985 World title before the start of the season, was logging some of the best lap times of the weekend — and of his entire season. It was no surprise to anyone to learn he had taken pole position, albeit just 0.03 seconds ahead of Robertson!

A fully professional driver for ten years now, Cees van der Velden had been giving strong indications that each race could be his last, his reasons being that he needed more time to run his team and fulfill his obligations as drivers' spokesman. After the starting grid was announced, it appeared difficult for him to remember that retirement had even been on his mind!

The Percival Hodges team, on the other hand, were looking despondent. *"About the only good thing for us this weekend in the look of the boats,"* said a disappointed team manager Chris Hodges, *"Wik is running a new one, and Spalding's at least looks a little better than it did in America."* A new paint job for a new sponsor: Peter Stuyvesant, had spruced up the catamaran of the English driver.

Hodges was attributing his team's disappointing positions of fifth and eleventh for Wik and Spalding to lack of power from their Evinrude V8 motors. *"We just haven't had enough time since coming back (from America) to do some decent testing,"* explained Hodges.

But consistency, not top speed, was the keyword to the team's unexpected success in London.

2.30 pm arrived on Monday bank holiday. A quick decision was needed. Was the blustering wind going to get any worse: should the race go ahead, should they postpone? But weather forecasts were indicating that it could only worsen, so the cranes were swung into operation, and seventeen boats lowered onto the churned up course.

The lights turned, all but one of the racing machines leaping out towards the course. François Salabert was left on the pontoon with mechanical problems and though a replacement got him started, two laps later the Frenchman's race was over.

Meanwhile, Gene Thibodaux, renowned for his quick starts, had streaked into the lead, fending off an aggressively challenging Londoner Andy Bullen of the Nashua team, to the delight of the crowds. But the two drivers who had promised such a battle were struggling in third and fourth, and both Van der Velden and Robertson limped back to the pits after just seven laps, rapidly filling with water after colliding on the turn. And Swede Bertil Wik was a third victim of the same incident, and naturally, all three drivers had conflicting stories as to precisely whose fault it had been!

The considerably depleted field struggled into the thirteenth lap, and Spalding, in fifth place before Robertson and Van der Velden retired, was suddenly elevated to second position when Bullen spun out and damaged his rear deflector plate, designed to keep the water off the engine but now bent so badly it was acting as a very effective brake.

"When I saw it was Gene (Thibodaux) in front of me," said Spalding afterwards, *"I wasn't at all worried about passing him, but I knew I had some competition coming up behind me."* Sure enough, the veteran driver had ousted the American, who had his hands full trying to control his little sprint boat, by the twenty-first lap, but his compatriot Rick Frost was steadily reducing the distance to the lead boat with dogged determination.

Who to cheer for? A British crowds' quandary when two home drivers are dicing for the lead, but Denim driver Frost's persistent challenge as he reduced the time between the two high-flying boats to less than a second had them on their feet and cheering in admiration. A tense moment passed whilst American Art Kennedy appeared to make no concessions to drivers lapping him, and Spalding lost time. But the unflappable nature of the Ipswich driver and twenty-three years of experience was enough for him to maintain his advantage and the Peter Stuyvesant Evinrude V8 powered boat shot across the line just yards ahead of Rick Frost's Denim boat.

Spalding had regained his lead in the World Championship, and morale was back to its highest peak in the Percival Hodges camp since Spalding's memorable victory at the Munich Grand Prix.

TIME TRIALS

	time (secs) speed : 161.69 kph
1. Cees van der Velden	44.53
2. Ben Robertson	44.56
3. Gene Thibodaux	44.84
4. Rick Frost	45.06
5. Bertil Wik	45.19
6. François Salabert	45.22
7. Andy Bullen	45.89
8. Arthur Mostert	45.90
9. Enrico Vidoli	46.74
10. Art Kennedy	46.86
11. Bob Spalding	47.01
12. Mark Rotharmel	48.28
13. Fred Steinberg	48.42
14. Lasse Strom	49.50
15. Tony Williams	51.09
16. Peter Lindenberg	51.66
17. Aarno Hakkinen	55.54

GRAND PRIX RESULTS

1. Bob Spalding (GB) Peter Stuyvesant/ Hodges/Evinrude	9 pts
2. Rick Frost (GB) Denim/Velden/ Johnson	6 pts
3. Gene Thibodaux (USA) N.A.I.U./ Velden/Johnson	4 pts
4. Art Kennedy (USA) Nordica/ Molinari/Evinrude	3 pts
5. Fred Steinberg (D) United Pools/ Velden/Johnson	2 pts
6. Tony Williams (GB) Dupes Colours/ Burgess/Mercury	1 pt

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Robertson	26 pts
4. Thibodaux	24 pts
5. Wik	23 pts
6. Salabert	16 pts
7. Mostert	14 pts
8. Frost	13 pts
9. Bullen	11 pts
10. Kennedy	9 pts
11. Steinberg	8 pts
12. Rotharmel	7 pts
13. Van der Velden	5 pts
14. Woods	4 pts
15. Sanders	2 pts
16. Williams	1 pt

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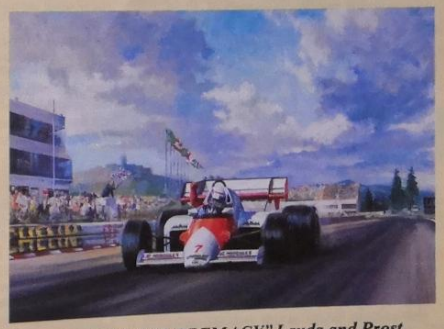

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A PERFECT 38

by Nevin Hickmet

Tall Slim Kenny Szymanski sports the JPS Lotus Team colours and a brushy moustache. He is greatly appreciated on the F1 circuits where his ready smile and warm hello help relieve some of the tense atmosphere that is part and parcel of Grand Prix racing today. GPI spoke to him at the Nurburgring as he sat nestled snugly in a pile of tyres.

Kenny is from Manhattan, New York City. 85th in Lexington to be exact. His appartment has become a museum filled with memorabilia from the race tracks. He has been working part time with the Lotus team since 1978 where he is the assistant to Clive Hicks, the British team's full time tyre man. The other half of his working life is spent flying around the States serving up refreshments and making sure those seat belts are fastened with American Airlines, albeit infrequently! The thirty eight year-old steward achieves the formidable task of cramming all his fortnightly flying hours into one week so that the second week is left free for GPs

GPI asked the F1 circus's amazing quick-change artist how he had got to Germany after the British round, which celebrated his 100th F1 race with the black and gold liveried cars.

"On July 23, I flew from New York to Toronto and back, and then to Chicago to arrive in Montreal that evening. On the 24th, we left Montreal for Chicago and then back to New York. I was off the next day (Thursday) and I spent my time getting my air tickets for the month of August (German, Austrian and Dutch Grand Prix). On Friday, I flew out to San Francisco, I was back on Saturday. On Sunday I had a real day off and then on Monday it was back to San Francisco, Tuesday to New York. I just made it to Kennedy Airport for the six thirty flight to Germany."

Is it worth it?

"Oh yes it is! You can't estimate the value on the amount of satisfaction you get out of it! I must admit that it would be nice to pack in the flying and the moving around and settle down into the F1 routine, if I was offered the right kind of situation."

Formula One brings you into contact with certain types of people and being a steward you meet another type. How do the two compare?

"Well, it's very interesting that you asked me that because to me, that is the number one benefit of working in Formula One. It's the quality of the people I work with, the mechanics, the drivers, the managers, owners, the whole lot, that I really appreciate. They're all "go for it" type people. You've got the chequered flag twice a day during a weekend and I enjoy that. You've only got a very limited amount of time to get the job done and well. Whereas with American Airlines it's a little more relaxed, even though we have to meet the time element, but it's not as pushed as the F1 schedule. It's probably the biggest difference but from my point of view, it's also the biggest advantage.

Do you consider your life on the circuits as your "home", or "real" life?

"Yeah, I really consider it like my family. I don't even get to see my real family! So, I'm probably happiest when I'm here with the "boys"! Right now, this is more important. This is what makes Kenny happy. So that's what he's doing!"

The Lotus Team mechanics spend a lot of time away from home, but on top of being the assistant tyre man, during GP weekends, you also have to fit in all your flying hours with American which means that you have even less time to yourself!

"Yes, that's right. And, consequently, to maintain a relationship, it's very difficult, because in order to give time to a relationship, you have to be able to give time to yourself first. So, when I do have some free time, it's called, "Kenny's gotta take time off and be with Kenny!" you know! The best time I have to be with myself is on lay-overs with American. And when a race ends! That sortova come down time! You just can't put a dollar figure to the joy and excitement you get out of a win like Ayrton's at the beginning of the year in Portugal. On the other hand, after a weekend like Silverstone, it was a real downer. Personally, I was upset until the Tuesday when I finally snapped out of it. It's funny because when I leave the "boys", I have no-one to let it out to really. Back in America, there's no-one who can appreciate what a GP weekend means to me. Whereas, if I stay over after a race, I feel so much better because you can get it out of your system. In New York, it's kinda festering, but you get over it! You've always got the next one to look forward to."

What does your job entail on a typical GP Saturday?

"We'll leave the hotel at about 7:30 and then Clive (Hicks) and I will get the tyres mounted up for the practice sessions. The first thing is to get the pressures regulated and make sure that the sets are in order. There are usually eight to ten sets per driver plus three sets of "wets" which brings the total to about 24. Goodyear do all the mounting and the balancing of the tyres whereas Clive and I will put them into sets according to the compounds. If a driver's asked for a mixture, we combine them to make a set. We make sure we keep them numbered, and in order, so we just have to sling 'em onto the car. When the car comes back to the pits, Clive generally goes round to the fronts and I go to the rears to regulate the pressures. We keep the engineers aware of what's happening and when it's necessary to change the compounds or sets. Another part of our job entails keeping the rims clean. Shiny rims look great but they're hell to get that way and you sure have to clean a lot of rims during a weekend! They pick up dirt off the track, not forgetting that we have to get the glue from the weight bands off! During the race, I do the signal board for Elio (de Angelis) and I also help Nigel Stepney, Elio's number one mechanic, with the left front wheel change."

What has been your funniest experience in Formula One?

"The funniest thing, without a doubt, was last year, when Clive and I dressed up like a couple of tarts! We were in Dijon, before we went to Monaco last year, and Clive said to me, *"You know Kenny,"* he says, *"I've been thinking and I think that things are kinda boring."* (The two of us have been together since 1978 and we've got a reputation for being a coupla screwballs.) So he said to me, *"I've been leery about asking you this, but I wondered how you felt about dressing up like a tart?"* "Well, I went really serious and he got worried! So I said, *"Look, I'll do it under one condition."*

"Oh, jeez," he said, *"What's that?"*

"Well, you let me wear fishnets!"

"You're having me on!"

But I wasn't! So we went ahead and picked up the wigs and the dresses and the stockings — I'm a perfect 38 — and we did wear fishnets, both of us! We wore them on the Thursday night before the Monaco Grand Prix. There, practice begins on Thursday and Friday is a day off, so Thursday's usually a good night out for all the teams at the TipTop in Monaco. It was quite an evening! There was something like two or three hundred people at the club. It was a good laugh, let me assure you! It was the talk of the pit lane the next day. It was just one of those things you needed. Formula one 1984/ 85 is becoming a serious business! We thought it would only last a couple of hours, but we stayed dressed up like that for eight hours! And we never paid for a drink! There were so many "gentlemen" around! We were so impressed by the calibre of people we were working with. We hadn't realised before then!

It was a good "fun" thing for everyone, drivers, team managers, even the posers of Monaco got a big kick out of it. It made the weekend. Monaco is the perfect place to do a thing like that. What was incredible, was the way the women responded!

Race weekend is a very serious affair. I regret that I can't do more testing sessions with the team because that is when there's a lot less tension on the drivers. Whenever I get the chance of going testing, I jump at it. It's a whole different ball game. It's not that pressure filled situation when you've got to get it all done in three days. You see each other in a little more relaxed manner. There's time for dinner and there's time for a chat. Whereas, on a GP weekend, your time is so valuable, that you don't have time to sit around and waffle, even though we've found time to do it right now!...

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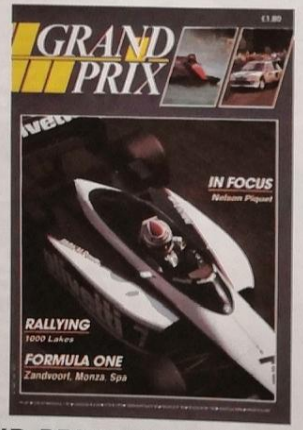

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POST BAG

F1 ARTS

I am an ardent fan of GPI which for six years has been my principle source of research material. Herewith I enclose photographs of paintings I have produced over the past seven months which may be of interest to readers wishing to decorate their walls with F1 scenes captured by the artist.

Simon Read,
Alexandra Road,
Farnborough,
Hants
GU14 6DA

BOTCHED GPs?

I write to you and through you to all F1 enthusiasts in the UK to urge them to send a letter to the Editor of "Granstand", Mr Philips BBC TV, and complain strongly about the totally unrepresentative coverage given to the races.

Having just watched the so called coverage of the Austrian Grand Prix I can only fume in anger at having to watch the sweat drip from the athletes' faces in Moscow and the rain fall on the golfers. And then we were offered what can only be called a macerated series of film clips, supposedly providing images of the Austrian Grand Prix.

A Grand Prix only makes sense if it's shown in toto. To present edited highlights is bad enough, why oh why, can't we see it all? And to be presented with a botched edited version is an insult to the audience Grand Prix racing attracts.

Don't just sit there, Grand Prix International readers, write in!

DJ Wadsworth
94 Main Street,
Cononley,
West Yorkshire

TAMBAY FAN

I would like to use the Post bag column to draw people's attention to the fact that Patrick Tambay is a driver who respects his fans. He is one of the most likeable characters on the F1 circuits and almost always has time for his fans, something that can't be said of all F1 drivers. Thank you Tambay!

Frank Simonis
Klein Doesburg 24
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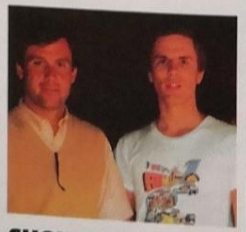

SHOW 'EM BOYS

I am an avid fan down under in Aussie land and I never miss a race on TV even if it's in the early hours of the morning.

There is absolutely no doubt in my mind that Adelaide will show the other new tracks just how a surface should be built. There is no possibility of the track breaking up and falling everywhere but where it should be. Belgium and Dallas, take note on how it should be done!

This season has been a ripper!

Mark Parker (age 16)
324 Hume St.,
Toowoomba, 4350
Queensland
Australia

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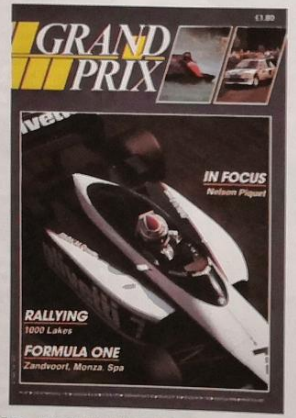

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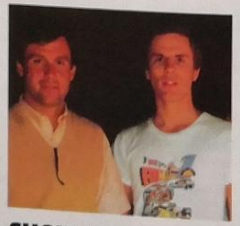

SHOW 'EM BOYS

I am an avid fan down under in Aussie land and I never miss a race on TV even if it's in the early hours of the morning. There is absolutely no doubt in my mind that Adelaide will show the other new tracks just how a surface should be built. There is no possibility of the track breaking up and falling everywhere but where it should be. Belgium and Dallas, take note on how it should be done!

This season has been a ripper!

Mark Parker (age 16)
324 Hume St.,
Toowoomba, 4350
Queensland
Australia

to urge them to send a letter to the Editor of "Granstand", Mr Philips BBC TV, and complain strongly about the totally unrepresentative coverage given to the races.

Having just watched the so called coverage of the Austrian Grand Prix I can only fume in anger at having to watch the sweat drip from the athletes' faces in Moscow and the rain fall on the golfers. And then we were offered what can only be called a macerated series of film clips, supposedly providing images of the Austrian Grand Prix.

A Grand Prix only makes sense if it's shown in toto. To present edited highlights is bad enough, why oh why, can't we see it all? And to be presented with a botched edited version is an insult to the audience Grand Prix racing attracts.

Don't just sit there, Grand Prix International readers, write in!

DJ Wadsworth
94 Main Street,
Cononley,
West Yorkshire

Dear Readers,
These columns are yours to vent your views and make suggestions. Please write to: The Production Editor, Grand Prix International, 7 rue de Lille, 75007 Paris.

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